





## Mails.

## NORDDEUTSCHER LLOYD.

BREITEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About SATURDAY, 11th Dec.
NAPLES, GENOA, ALGIERS, CIBALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" F. v. Benzer	WEDNESDAY, 15th December, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULO" Capt. F. Prosch	About WEDNESDAY, 15th December.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 17th Dec., Daylight.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of December.

For further particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 4th December, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, POLYNESIAN	ERNEST SIMONS	Girard	6th Dec., P.M.
MARSHILLES, VIA PORTS	ERNEST SIMONS	Girard	7th Dec., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, OCEANIC	Sellier		20th Dec., P.M.
MARSHILLES, VIA PORTS	TOKIN	Charbonnel	21st Dec., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £21.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 23rd November, 1909.

## MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

Capt. Marabail (1900 tons 14 knots) Capt. Bismont

## DEPARTURE:

From HONGKONG the Co.'s Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.

From CANTON (French Concession, Shamshu) Every Evening at 5.15 excepting Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier

CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

P. A. LAPOQUE &amp; Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.80) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shamshu at about 3 p.m.

Hongkong, 19th November, 1909.

## Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, on order, for Illustrated Booklet on "Defective Sight"—free.

LONDON

CALCUTTA

SHANGHAI

John Street, Bedford Row, W.C.

19, Bevington Street

156, Westinghouse Street

Singapore, 4th March 1908.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 376 ft.	Docking Length ..... 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks ..... 28 "	Water on Blocks ... 26 "	Water on Blocks ..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 18th, 1903.

F. BLACKHEAD & Co.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.  
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.  
Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES  
11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 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2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931,



## Intimation.

## Auctions.

## CHEAP TRIPS TO PEKING.

## Intimations

## Consignees.

Powell's

Xmas

Bazaar

NOW

OPEN.

POWELL'S

ALEXANDRA

BUILDINGS.

and

28, Queen's Road.

Hongkong, 6th December, 1909.

**PUBLIC AUCTION.**  
**THE** Underigned will sell by PUBLIC AUCTION, TO-MORROW, the 7th December, 1909, at 2.30 P.M., at his Sales Rooms, Duddell Street, A Varied Assortment of GENTS' SUIT LENGTHS, TURKISH TOWELS, BATH TOWELS, SATIN QUILTS, LAKE CURTAINS, HAND-EMBROIDERED TOP SHEETS, BEDSPREADS, PILLOW CASES, DAMASK TABLE CLOTHS, SHEETS, WALKING SKIRTS, WHITE LAWN UNDERSKIRTS, &c., &c.

ALSO  
 A few lot of XMAS TOYS, CUTLERY and JEWELLERY.  
 Catalogues will be issued.  
 TERMS:—As usual.  
 G. P. LAMBERT,  
 Auctioneer.  
 Hongkong, 3rd December, 1909. [314]

**PUBLIC AUCTION.**  
**THE** Underigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on WEDNESDAY, the 8th December, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE, Comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, BOOKCASES, TEAKWOOD SIDE-BOARDS and DINNER WAGGONS with BEVELLED GLASS, WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHING TUBS, and WASHSTAND with BEVELLED GLASS, HATSTAND, Double and Single BRASS-MOUNTED BEDSTEADS with WIRE and RATTAN MATTRESSES, CARPETS, GLASS, CROCKERY and E.P. WARE, CANTON CARVED BLACKWOOD WARE, BRASS and IRON FENDERS, COOKING STOVE and UTENSILS;

AND  
 One COTTAGE PIANO.  
 Catalogues will be issued.  
 TERMS:—As usual.  
 HUGHES & HOUGH,  
 Auctioneers.  
 Hongkong, 2nd December, 1909. [312]

**PUBLIC AUCTION.**  
**THE** Underigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on THURSDAY, the 9th December, 1909, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A CONSIGNMENT OF HIGH CLASS ENGLISH JEWELRY, Comprising:—

DIAMOND RINGS, BRACELETS, BROOCHES, PINS, GOLD BANGLES, MARQUEE RINGS, GOLD and SILVER WATCHES by Benson, SILVER BACK HAIR BRUSHES, TOILET SETS, JEWEL CASES, MANICURE SETS, GENTS' PIGSKIN DRESSING CASES, FANCY GOODS, &c., &c.

ALSO  
 VALUABLE 18-k. GOLD CHRONOMETER WATCH by Chas. Frodsham, London.  
 A quantity of LOOSE DIAMONDS.  
 These goods have just arrived from London, being part of bankrupt stock, and are not locally owned. Suitable for Xmas presents.  
 Catalogues will be issued.  
 TERMS:—As usual.  
 HUGHES & HOUGH,  
 Auctioneers.  
 Hongkong, 4th December, 1909. [316]

**Intimations.**  
**YUEN HING,**  
 No. 4, D'AGUILAR STREET,  
**FACTORY SWATOW KIA LAK.**  
 MANUFACTURE WHOLESALE & RETAIL DEALERS  
 In all kinds of hand-made DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER WARE, &c., all of the best quality.  
 Hongkong, 5th August, 1909. [171]

**FURNITURE WAREHOUSE.**  
**LI KWONG LOONG & CO.**  
 4 隆 昌 號  
 CABINET-MAKERS AND ART DECORATORS.  
 from Shanghai, has re-opened their FURNITURE STORE at  
 No. 39, DES VOEUX ROAD CENTRAL.  
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.  
 Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—  
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."  
 (Sd.) A. S. WATSON & Co.,  
 15th May, 1897.

ORDERS punctually attended to, and CHARGES most moderate.  
**AN INSPECTION INVITED.**  
 Hongkong, 6th August, 1908. [161]

## THE HISTORY OF A POOR MAN'S JAUNT ACROSS SIBERIA.

Think of it! You breakfast in London one Saturday morning; the following Saturday you are rumbling in the Irkutsk express over the marshy prairies of West Siberia; and the weekend after that you are watching the great, brassy Mongolian sun set over the temples of old Peking.

The terminus of the great Siberian railway which makes this possible is at Vladivostok. The Peking trippers drop away at Harbin, a day's ride short of that far-away Russian stronghold; but if I describe how I came from Vladivostok to London for £35, I shall include the main features of a cheap trip from or to Peking, as fares and distances are about the same, and passengers from or to both places are in company for twelve or thirteen of the fourteen days.

I will pass over the trying details of ramblings and adventures in the East, and will start my story on the platform of Vladivostok's neat little station, where I stood one crisp, frosty morning in October, wondering if the small 's'm in my pocket would see me through to London and home. It seemed a big proposition—a trip of about eight thousand miles, to last three weeks or more, with food to buy on the train and "diggings" to pay for at any town where I might want to stay. I had heard of third-class tickets by the emigrant trains, costing about £10 to London; but I yearned for other companionship than that of peasants, and I was not an entomologist with ambitions. Moreover, these emigrant trains carry no food. You must take your own, or pick up lightening luncheons from mysterious Slav dishes; at this station or that; and stations do not happen often in Siberia.

So I went second by the express, which carries only two classes of passengers. That cost me £18. I put aside another £5 for food on the train, reckoning at the rate of about four roubles a day. The food, I may say, was capital. I found it ample for my modest tastes. There was little need, or chance, for further expenditure on the run to Moscow. I was able to look after my own baggage, a large Japanese-basket.

LEAVING THE EDGE OF THE WORLD.  
 It is a glamorous sensation, this pushing out on the express to or from the edge of the world. What a gulf those shining metals bridged! What a queer sense of nearness to home they stimulated compared with the sense of distance when one boards a P. and O. liner at Shanghai, which has to bucket across many strange seas before reaching its European haven!

The second bell roused our ears. The pompous station-master strode to the engine, and handed the driver his staff of office, without which authority no Russian engineer dare open the throttle; then we stole away towards the Manchurian mountains, on the first stage of the journey to Irkutsk, 2,778 versts away, where we were due to arrive on the fourth day.

There were about fifty passengers, and as long as the daylight lasted we spent the time watching the floating panorama through the corridor windows. When night fell, perhaps we drank tea at the dining-car, or played chess, or again stood in the corridor and watched the moon-light play on mountain and valley, listening the while, may be, to the gallant subaltern of Siberian infantry playing his plaintive *balalaika*, and chasing the melody of some stupid little Caucasian love ditty sung by his chum, a vivacious and pretty dancing girl, bound for St. Petersburg after a season on the Vladivostok halls.

At Manchuria, as the frontier station is called the baggage was examined, and then, one cold and frosty midnight we entered the 6,500,000 square miles of land, with their 16,000,000 inhabitants—Siberia.

"THE MAN WHO WANTED A BATH."  
 Now, the astonishing feature so far was the oppressive heat inside the train. Outside, Siberia justified its frigid reputation, and it was cold enough to attach icicles to our mammoth engine. Inside, it was hot enough to make any true Christian sigh for a bath. This tropical atmosphere was not surprising on investigation for one found that there were double windows everywhere, practically no ventilation, and a vigorous heating apparatus doing overtime. The steward seemed pained when I inquired as to the possibilities of a bath, and from that moment, I could see that I was shadowed as a sort of suspect—"the man who wanted a bath." I spoke to the two other Englishmen on the train, and together we went in search of the elusive bathroom. We discovered it in hopeless disuse, the bath itself being packed, I believe, with luggage. But we were not to be denied, and, one morning, before the other passengers were astir, we stormed the ordinary lavatory, and never, I am sure, felt more virtuous than after our "plunge" in what was little more than a washstand.

After skirting the mysterious waters of Lake Baikal, we bumped into Irkutsk. It is a cold, cheerless city on the banks of the Angara; dates back to 1652; has a population of about 70,000; and is chiefly known to English people by reason of occasional newspaper mention when the convicts there hold their annual revolt—I spent a few days in the city—and was glad to get away. A bed at anything, but a first-rate hotel costs about four shillings a night. The prevailing note at Irkutsk seemed to be shabby fiery in people, streets, and buildings. It was a city in a silk hat and hobnailed boots. There was a gorgeous cathedral, but not a road worthy the name; an opera-house that might have adorned the boulevards, but a wooden bridge the Zulus would disown; electric light and a ladies' band, but not a decent dish at the hotel. One came across aggressive Siberian millionaires driving in fine droshkies behind beautiful horseflesh. Their womenfolk were dressed in priceless furs and the latest Continental freak fashions. But to see these men of wealth eat was as good as a visit to the Zoo.

They shovelled their food down with their knives, except when they relied on their fingers. Roughly, my stay in Irkutsk cost me £1. Then there was a further £1 to pay for sleeping accommodation on the express to Moscow, an "extra" with which I had not reckoned.

## A SEEMING ETERNITY OF SNOW.

It was colder—colder than in—when we started on the second stage of the journey to the old Russian capital, 3,500 miles across, the plains, and soon we ran well into the land of snow—snow such as you can only see on those vast untrodden "tundra"—snow of pitiless purity, covering the land like a huge borderless blanket. The forests of pine and birch seemed to represent Nature's last effort against the onrush of winter. We passed a village on an average every thirty-five miles or so. Silent and sleepy places they were, looking in the distance like some big black sore on the earth's white bosom. They were all monotonously alike; built mainly of wood from the forests, the only two respectable buildings being the station and the church. It mattered not how dirty and poor the village, there arose from the drab cluster of huts a clean white house of worship, with its distinctive green roof.

So we rushed across marshes and steppes, round the hills (the Russian engineers always dodge hills) and through forests—the forests which solved the problem of Siberian transport by providing illimitable fuel for the locomotive.

## THE SPLENDOURS OF SUNRISE OVER MOSCOW.

Eleven days out from Vladivostok, not reckoning the stay at Irkutsk, the oil-engine which had met us at Toula dragged our weary train into Moscow. It was sunrise, and to know the beauties of Moscow you must enter the city from the east, when the morning sun rushes to kiss the gilded cupolas and crosses of its 1,600 churches. Ah! that was a sight of splendour never to be forgotten!

I shall hasten over well-known routes to London now. I spent £1 in Moscow, covering hotel and sight-seeing expenses. Another £6 saw me through to London, and as I stepped into the glare of the Metropolis from Liverpool-street Station I took measure of my personal budget, and found that I could indulge in the luxury of a "taxi" to the home of my parents, and still jingle two golden sovereigns in my pocket.—Gordon Marel in *Pall Mall Gazette*.

## For Sale.

FOR SALE.  
**AMERICAN BILLIARD TABLE**  
 (Nearly New).  
 Balls, Cues, Rest, all complete.  
 Apply to—  
 GEO. MCBAIN,  
 No. 22, New Praya.  
 Hongkong, 24th November, 1909. [793]

FOR SALE  
 AT  
**GRAO & Co.'s STORE,**  
 27, Des Voeux Road Central.

**XMAS GOODS**  
 JUST UNPACKED  
**RAPHAEL TUCK'S XMAS AND NEW YEAR CARDS**  
 Popular packets of 18 Assorted Cards for 50 cents, also selected varieties at various prices.

Xmas Auto Stationery.  
 Cribes, Calendars, Art Relief Novelties.  
 Unwearable Rag Picture Books for Children.  
 Mechanical and Rocking Animals.  
 Kindeiganten A. B. C.  
 Half Masks.  
 Pictorial Puzzle Post Cards—A highly fascinating and instructive pastime.  
 Post Cards "Writaway" and "Type of Beauties" Series.

**TOM SMITH'S CRACKERS,**  
 SWEETS in Fancy Boxes and Porcelain.  
 VARIETIES OF ALBUMS FOR:—  
 Autographs, Poetry, Post Cards, Postage Stamps.  
 GIFT BOOKS—Selected varieties appropriate for Children.  
 ARTISTIC PICTURES on glass, &c. framed.  
 VIEW POST CARDS of Hongkong, China and Chinese Costumes.  
 FLOWER and VEGETABLE SEEDS.  
 GARDEN BOOTS with wooden soles and thick felt lining.  
 PICTORIAL GUIDE to Gardening.  
 PERFUMES, SOAP, Hair Tonic.

**DISH PAPERS.**  
**MANILA CIGARS and CIGARETTES;**  
 also  
 USED POSTAGE STAMPS and ALL PHILATELIC REQUISITES.

INSPECTION INVITED.  
 Hongkong, 24th November 1909. [161]

## COLONIAL SECRETARY'S DEPARTMENT.

APPLICATIONS, which should be addressed to the Registrar General, are invited for the post of CHINESE TRANSLATOR in the Supreme Court. The Salary of the Post is \$1,680 a year rising to \$2,040.  
 F. H. MAY,  
 Colonial Secretary.  
 15th November, 1909. [806]

## HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—  
 On the 6th, 7th, 9th and 10th December, 1909.  
 In the direction of Chin-lan-chu and Customs Pass, at ranges up to 8,000 yards, commencing at 10 A.M., and finishing (if the range is clear) at 1 P.M.  
 If the weather is unfavourable on the above date, practice will take place on the following day.  
 All ships, junks and other vessels are to keep clear of the range.  
 BASIL TAYLOR,  
 Commander, R.N.,  
 Harbour Master, &c.  
 Hongkong, 3rd December, 1909. [815]

**BAZAAR**  
 IN AID OF THE  
**POOR CHINESE ORPHANS**  
 OF THE  
**ASILE DE LA SAINTE ENFANCE,**  
 Under the Distinguished Patronage of His Excellency Sir FREDERICK LUGARD, K.O.M.G., C.B., D.S.O.

The French Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL, on THURSDAY, the 9th inst., at 2 o'clock in the afternoon.  
 They request your presence in order to inspect the different Needle and Fancy Works made by their Poor Orphans.  
 Asile de la Sainte Enfance,  
 Hongkong, 30th November, 1909. [807]

**JUST LANDED:**  
 The well-known and famous brandy  
**"Bisquit Dubouche & Co."**

Per Bot.  
 XXX Very Old Fine .....\$2.50  
 V.O.C.B. Guaranteed 20 Years  
 Old ..... 5.50

ALSO  
**QUINQUINA?**  
**QUINQUINA?**  
**DUBONNET?**  
**FRENCH STORE,**  
 Sole Agent,  
 Hongkong, 30th April, 1909. [140]

**OSMAN & CASUM,**  
 1 & 3, D'AGUILAR STREET  
**JUST UNPACKED**  
 Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.  
 LACE and EMBROIDERIES a speciality.  
 TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.  
 Samples on application.  
 Coast Port Orders carefully executed.  
 Hongkong, 6th September, 1909. [197]

**BENGER'S Food**  
 is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.  
 Benger's Food is sold in Tins by Chemists, etc., everywhere.

**"GLEN" LINE OF STEAMERS, LTD.**  
**NOTICE TO CONSIGNEES.**  
 FROM MIDDLESBRO', ANTWERP, HULL, LONDON AND FORTS.

**THE Steamship**  
**"GLENURRET,"**  
 Captain Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 7th December, at 3 P.M.  
 All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.  
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th December will be subject to rent.  
 No Fire Insurance has been effected.  
 Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.  
 Hongkong, 2nd December, 1909. [811]

**NORDEUTSCHER LLOYD, BREMEN.**  
**IMPERIAL GERMAN MAIL LINE.**  
**NOTICE TO CONSIGNEES.**

**THE Steamship**  
**"GOEBEN,"**  
 having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.  
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th of December, will be subject to rent.  
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of December, at 9.30 A.M.  
 All claims must reach us before the 15th of December, 1909, or they will not be recognized.  
 No Fire Insurance will be effected.  
 Bills of Lading will be countersigned by the undersigned.

**THIS STEAMER BRINGS CARGO**  
 Ex S.S. *Caboto* from Venice.  
**NORDEUTSCHER LLOYD**  
**MELOHRS & Co.,**  
 General Agents.  
 Hongkong, 2nd December, 1909. [15]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
**FROM CALCUTTA, PENANG AND SINGAPORE.**

**THE Company's Steamship**  
**"LAISANG,"**  
 having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
 Cargo, impeding the discharge or remaining on board after 4 P.M., the 6th inst., will be landed at Consignees' risk and expense.  
 No Fire Insurance will be effected.  
 Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.  
 Hongkong, 3rd December, 1909. [16]

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

OF

TYPEWRITERS, BICYCLES and MOTORS.

DRAGON CYCLO DEPOT.

33 and 35, Des Voeux Road.



## Intimation.

## A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

## AERATED WATER MANUFACTURERS.

## SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

## PALATABLE AND REFRESHING.

Watson's

## FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

## A. S. WATSON &amp; CO., LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. (38)

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is suitable to messenger. Post subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents. Weekly, twenty-five cents (for cash only).

## The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 6, 1909.

## THE OFFICIAL CALENDAR OF TOGO.

Much abused Hongkong occasionally comes in for a meed of flattery in its imitation which is the sincerest form of manifesting its praise. According to a Reuters despatch from Berlin of 3rd November, the Government of the German colony of Togo has issued a decree ordering that in public buildings in the colony, where natives congregate, such as schools, hospitals or prisons, cats are to be kept officially. The explanation of this order is contained in the decree of the Governor of the colony dealing with the danger of the introduction of plague into Togo from the British Gold Coast. The Governor says that the renowned bacteriologist, Dr. Koch, had reported the successful experiments made with cats for the eradication of rats in plague-infested and plague-menaced harbours of China. In Hongkong orders had already been issued providing for the maintenance of one cat in every house, and three cats in larger houses. An investigation made by the German Government at Lome (Togo) showed that there were rat-eating cats there, and that rats were not generally to be found in the houses where cats were kept. It is therefore officially advised that the number of cats in the coastal towns should be increased. Besides appointing official cats to the public buildings in the colony, the Governor recommends all Europeans and natives to adopt this precaution against plague.

## LOCAL AND GENERAL.

THE Empress Dowager, it is reported, desires to contribute Tls. 30,000 to the Navy Fund.

THE Prince Regent has approved the Opium Prohibition Laws submitted by the Government.

Mr. S. Akidaki, Japanese Minister to Belgium, has been appointed Ambassador to Austria-Hungary.

THE Germans have asked for permission to construct docks on the coast of Shantung, but the Waiwupu has refused the application.

H.E. GENERAL Sir Joachim Machado and Capt. J. M. R. Norton returned from a visit to Canton this afternoon. They travelled by the Hongkong, Canton and Macao Steamboat Co.'s s.s. Bonam.

THE Chinese Engineering and Mining Co., Ltd. kindly informs us that the total output of the Company's three mines for the week ending November 20 amounted to 24,813 7/2 tons and the sales during the period to 26,385.50 tons.

MR. J. T. Pratt, the British Mixed Court Assessor and one of the members of the Shanghai Inter-Port Cricket Team, returned to Shanghai on Monday, 19th ult., by the P. & O. S. *Pratt*. Mr. Pratt had to be carried ashore as he was suffering from pneumonia and eczema. He fielded for Shanghai in the first innings of the match with Hongkong, but afterwards, by the courtesy of the Hongkong captain, Mr. D. Brand, was allowed to come into the team as substitute.

A WELL-dressed Chinaman named Mok Man Sik appeared before Mr. J. R. Wood at the Magistrate's office on a charge of the alleged larceny of a diamond ring valued at \$500 from a woman named Tam Kum. The evidence adduced went to show that on the 9th September last, defendant was handed the ring for which he said he would find a purchaser. Later on, defendant informed the woman that he had pawned the ring and handed her the pawn-ticket. Mr. M. R. Harris prosecuted and Mr. P. W. Goldring defended. The case was remanded.

THE H.A.L.S. *Brigantia*, which went ashore on the Triplets on Saturday morning, 27th ult., has not yet been refloated. Several tow boats have been in attendance and have attempted to draw her into deep water, but without success; and on Sunday the German cruiser *Fekuhm* went out to stand by and render assistance. The whole of the *Brigantia's* cargo has already been discharged, but as the tides are fallen it is feared that further attempts to move her will have to be abandoned for some eleven days until the tides are higher. Given fine weather during this time, the *Brigantia* ought ultimately to be saved.

A TWO-days' sale of rare postage stamps has been concluded at the Auction Room, when the following price was paid:—French Colonies, Pakhoi, October, 1896, the mint set complete, c. 1 to 1.10 (these stamps being the originals, not the re-issue of 1903), £1 15s. The attendance was good at the Argyle Galleries on 2nd inst. when Messrs Glendinning disposed of a number of scarce unused postage stamps, in mint state, formed by a well-known American collector. A History of Postal Stamps of Imperial Japan, 1866, fetched £8. The postage stamps included China, Hoi Hao 1901, 15c. blue on quadrille paper, mint and scarce, £1 13s., and Hongkong, 10c. on 5c. on 18c. lilac, mint and very scarce, £1 8s.

## TROUBLE BETWEEN MONEY-CHANGERS.

## STRANGE STORY OF A SICO BILL.

A remarkable tale was unfolded before Mr. E. R. Hall (First Police Magistrate), in the Police Court this morning, when Abraham Elias, a money-changer, was charged by C. J. Merchant, another money-changer, with the alleged snatching of a \$100 bill from the complainant on Saturday last. Mr. L. d'Almeida appeared for the complainant and Mr. E. Davidson for the defendant.

The complainant caused a mild sensation in the Court-room from the time he entered the witness-box until he was ordered to stand out. His evidence was a chain of incoherent remarks. He made statements, contradicted himself again and again and continually twisted about his remarks to a most marvellous manner. From what could be gathered from his story, it appears that shortly after seven o'clock on Saturday last, he went to the King Edward Hotel with about \$100 on his person, consisting of Hongkong currency. There he changed some money for a Captain Winder and was handed by the cashier of the hotel a \$100 Straits note on production of a bill. Shortly afterwards, the defendant came to him and asked "What about that agreement?" Witness replied that he had prepared the agreement but did not have it on his person at the time. Then he was asked what business he had transacted that day and was warned to be careful of the notes, as some of them bore false numbers. He produced a \$100 note, which defendant at once snatched, placed in his pocket, buttoned his coat, folded his arms and sat down. Then he asked "What about my little account?" Complainant said "Give me my notes. I don't owe you so much." Defendant replied "Come to my home. I'll settle the account there." Complainant again demanded his note, which defendant persisted in retaining. Complainant sent for the manager, who requested him to settle the matter outside his hotel and shortly afterwards, defendant was handed into the custody of the Police.

At this point, Mr. Almeida withdrew from the case and later on, his Worship dismissed the case.

## CIVILITY TO A MULE.

ANIMAL'S TONGUE WAS PULLED OFF ITS HEAD.

The story of cruelty to a mule was related before Mr. E. R. Hall (First Magistrate) in the Police Court this afternoon. The defendant was an Indian dr. attached to the Army Service Corps, at whose instance the serious charge of unlawfully mutilating a mule was preferred against the defendant. The Crown Solicitor conducted the prosecution, the prisoner being undefended. The Crown Solicitor gave a graphic description of the cruelty, from which it appeared that on the 27th November last, certain mules belonging to the Army Service Corps were being sent over to the Camp at Customs' Pass, among which were three mules in charge of a man named Sunda Singh and the defendant. When the animals arrived at the Camp at Customs' Pass, one of them was found injured. Sunda Singh was questioned about the matter and said that the animal was left in charge of the defendant, who said that it had a fall but did not give any proper explanation of what had happened. He was later questioned by a corporal, to whom the defendant said: "I caught the mule's tongue to keep him from running away. I held on to the mule, who got injured." When the mule was examined, it was found that it had sustained a frightful tear in the tongue just near the root. The injury was found to be so bad that it was impossible to save the animal's life and it had to be shot. The Crown Solicitor at this point explained that as the defendant was not on the strength of the Corps, he could not be court-martialled, and was therefore sent before his Worship. He submitted that the defendant had no right to stop the mule by holding on to his tongue. The proper way was to hold it by his saddle or bridle but he had no right to hold him in any way by his tongue. There were no eye-witnesses to testify to what had taken place. All they knew was that the mule was left in defendant's charge and was afterwards found in the condition already stated. The prosecution did not wish to unduly press the charge against the defendant, but at the same time it did not want the case to go to the Supreme Court but that it should be dealt with summarily by his Worship. The Crown Solicitor asked his Worship to take such a view of the case as to prevent other drivers from committing a similar offence in future. The mule had cost £10, so that its death was a substantial loss to the Army. Evidence was called and defendant was awarded four months' hard labour.

## HONGKONG VOLUNTEER CORPS.

## GOVERNOR'S CUP COMPETITION.

A large number of Volunteers paraded at the Polo Ground (Causeway Bay) on Saturday afternoon at 2 p.m. for the Governor's Cup. The competition took place at the Tai Hing Range. The afternoon was a good one for shooting, and some excellent firing was seen. The prize went to Corporal Sorby, who carried the honour with 28 points.

## PETROLEUM IN SINGAPORE.

## A FEW DETAILS OF THE NEW DUTY.

As will be seen from our report of the proceedings of the Legislative Council, held yesterday afternoon, a new bill imposing a tax on petroleum throughout the colony was introduced by Government, taken through all its stages at the one sitting, and passed into law, says the *Straits Times* of 27th ult. In the words of His Excellency the Governor, this method of raising revenue was received by the unofficial members of Council "if not with acceptance, at any rate with acquiescence." The net result of the bill is that the consumer of inflammable oil will have to pay more for the commodity, and it is estimated that the tax of five cents per gallon will add to the revenue of the colony an annual sum of \$300,000, or more. The bill is printed in a Government Gazette Extraordinary published last night. It is styled "An Ordinance to make provision for the imposing and collection of a duty on petroleum and other inflammable oils, and liquids." The products taxable are what are generally known as the mineral oils, but they do not include any liquid or substance which has a flashing point higher than 110 degrees Fahrenheit. All petroleum taken out of a vessel, on which it has been imported, unless intended for transshipment only, be taken to what is termed a dutiable petroleum store, licensed for the purpose, and when removed from the store, otherwise than for export, it must pay duty of five cents per gallon. There are eight gallons of kerosene oil in one case. The tax per case will therefore be 40 cents.

By rules which the Governor-in-Council is empowered to make, a fine may be imposed for breach of such rules not exceeding \$1,000 for each offence, and an additional \$50 for each day on which the offence continues. With regard to the liability of existing stocks—All petroleum which may at the commencement of this ordinance be stored in any licensed store shall be liable to the duty imposed by this ordinance and the provisions of this ordinance with regard to liability to and payment of duty and removal from dutiable petroleum stores shall apply to all such petroleum and to the licensees of all licensed stores.

On inquiry at several shops, this morning, the price of oil was quoted unchanged and in some cases the shopkeepers had no knowledge of the tax. Those who had heard of it, however, were badly engaged in prosecuting inquiries and meanwhile, though willing to sell a small quantity, they would not dispose of any considerable number of cases at the old figure of three dollars. Before the day is out, the tax will have become a matter of common knowledge amongst the dealers and the price will have risen accordingly.

## DESTRUCTIVE CANTON FIRE.

## EXTENSIVE DAMAGE.

[From Our Own Correspondent.]

Canton, 5th December.

It is very unfortunate that in the city of Canton nearly two hundred buildings were destroyed by fire during the last few days involving losses to the extent of at least a million dollars worth of property. Night before last fifty-seven buildings were destroyed in Siu She Kai Street instead of forty as at first reported. Last night two more extensive conflagrations broke out in this city one at the Western suburb at 7 p.m. and the other at Yau Lan Moon in the Southern suburb at 3 a.m. In the first case fifteen buildings were completely gutted and in the second, which is the most destructive fire recorded here this year, seventy buildings in neighbouring streets were destroyed. This fire broke out in a shop which is situated by the side of the new city wall. The flames leaped high over the wall and thus involved a large area on both sides of the city. The fire continued to burn fiercely for several hours from 3 a.m. till dawn. Within the fire zone there was present a large number of fire brigades with several thousand fire-fighters who arrived from all parts of the city to render assistance.

## CO-OPERATIVE INSURANCE COMPANIES.

Within recent years the merchants in this city formed co-operative insurance companies of which, each merchant, upon enrolling his name as a member promised to take up a certain proportion of the capital thereby effecting insurance on his properties. In case one member of the company suffered loss by fire, all the other members have to make good his loss in proportion to the amount so underwritten. Most of the merchants here are in favour of this system of insurance and joined the co-operative companies instead of insuring their properties with foreign insurance companies.

## THE CANTON-HANKOW RAILWAY.

Writing under date Shichow, 17th ult., the N. C. D. News correspondent says:—In returning to this place from Canton, your correspondent once more traversed the portion of the line now in running order. The last time I travelled over it, there was a long six miles journey from the North River to the terminus at Yuntan, which took some four hours in an all-day train, but now it is a matter of minutes. The time the train brought us to Pakongh, within a mile of the North River, just above the famous Falaise gorge, in which the 'flying down from heaven' monastery stands. Since, then, however, a spate in the river which caused the waters to rise ten feet—a most uncommon occurrence in October—has washed out one of the temporary bridges and again the terminus is Yuntan. The length of line now working is, therefore, the same as it was in January, i.e. forty-four miles. This bare fact, by itself, might create the impression that little work was being done, but this is the reverse of what is happening. The work of construction is proceeding rapidly over most of the next sixty miles. Once the viaducts are made, little more remains to be done to complete the line to Taimiao some fifteen miles above this, where the first big tunnel has been cut through for some time.

Just beyond Taimiao there are five miles of which the Company has so far failed to obtain possession. Another section of a few miles near Yingtak is also causing some anxiety. The Yingtak District Magistrate has been invoked to settle affairs, but so far in vain. The fact that such prolonged opposition is possible would seem to show that the powers that be in Canton are not altogether in line with the promoters, or much concerned to help them.

What promised to be a difficult and tedious business, viz. that of cutting the five miles through the Blind Boy's Pass (North of the mouth of the Liuchow River) has been done with great celerity. I hear that some of the contractors, among whom are a few Italians and a Greek, have made a little pile over it. The limestone rock proved to be extremely soft and rapid progress was made. A tunnel is being cut through what is known as the "flying eagle," and we are hoping that the blasting operations will not destroy one of the prettiest contours among the many fine rock formations of which the North River boasts.

Mr. Randolph, the divisional engineer between here and Yingtak, is responsible for a change in the route originally laid down. Instead of following the river past Pakin, the line will run direct near Wapa, thus reducing the mileage by six miles. This saving, however, is obtained at the cost of a very stiff rise, and opinion is divided as to whether the saving in the cost of construction may not ultimately be more than paid out for extra haulage expenses. The chief engineer, Mr. Wong, has approved the shorter route.

The English surveyor is building a barge to the North of Shichow, from which he will superintend the building of the bridge over the Namshung river. I hear that we may not expect the line completed to Shichow, 150 miles overland from Canton for five years yet, but we shall see.

The survey is now complete to the borders of Hunan, and Mr. Williams, who has done the major part of the survey, is here a week ago to begin the work of construction from Lokchong. It was thought that the line might follow the post road, with the village of Kinfong, but as this route gives a rise of 3,000 feet to two miles, it was out of the question. Nothing remained but to follow the river to Pingze in the direction of Ichang. I have never been over this route, but it will be the steepest piece of work in the Kwangtung Province, if not in the whole route to Hankow. The river runs down some huge rapids, and although the proposed route will be of necessity a dangerous one, the traveller will be taken through some magnificent scenery.

## THE MACAO BOUNDARY.

## AGITATION IN SHANGHAI.

The Cantonese in Shanghai met in the Canton Guild on Sunday to consider the Macao Boundary question, there being a large number of persons present, reports the *Shanghai Times* of 30th ult. Messrs Wong and Pao first addressed the meeting, and said that the Macao matter could not be left where it was at present, or there would be trouble in the future. There were over 100,000 Cantonese here and they should all join in protecting their native province against encroachments. Then Mr. Feng rose and spoke on behalf of the Committee, to the effect that the Guild had already discussed the boundary question several times and despatched telegrams to Peking and Canton on the subject. In fact they had long before realised that this was a matter which not only affected Kwangtung but the whole Empire, and had given all the assistance they could to the authorities. He hoped that everyone would do his duty as a citizen of China to help the Government to bring the matter to a satisfactory and favourable settlement.

## SUBSCRIPTION GRIFINS.

As reported in our Saturday's issue, the second batch of subscription griffins (17 in all) arrived that morning by the s.s. *Hiangyang*. They were drawn at 5.30 p.m. in the afternoon at Kennedy Stables.

The detail drawing is as follows:—  
No. 22 Grey, Lieut. Brice.  
No. 23 White, Capt. C. Baker.  
No. 24 Piebald, Mr. A. David.  
No. 25 Grey, Mr. H. Pinckney.  
No. 26 Dun, Messrs. Nowell and Hett.  
No. 27 Bay, Wayfong Mess.  
No. 28 Dun, Mr. G. C. Moxon.  
No. 29 Roan, Mr. W. Dixon.  
No. 30 Grey, Mr. J. R. M. Smith.  
No. 31 Grey, Mr. H. P. White.  
No. 32 Grey, Lieut. J. I. Sill.  
No. 33 Grey, Mr. F. B. Deacon.  
No. 34 Grey, Lieut. Mollieux.  
No. 35 Bay, Col. Chapman.  
No. 36 Grey, Mr. H. W. Looker.  
No. 37 Grey, Hon. Mr. W. J. Gresson.  
No. 38 Grey, Mr. J. Johnston.

## SIGNALS AT SEA.

## WEATHER SEMAPHORE STATION ON CAPE VARELLA.

We are glad to learn that the French Government have commenced the erection of a weather semaphore station on Cape Varella says the *Leading Light and China Coast Shipping Gazette*. The gear was to arrive on October 23rd and the signals are to be displayed as soon as the station is completed. It is a point where the signals will be of immense use to vessels passing the coast of Annam, it being on the last point of departure for vessels bound up, both from Singapore and Saigon.

The signals established on Padaran have proved most useful in forewarning shipmasters of the weather they might encounter in the China Sea, but while these were easily read by ships bound up from Saigon, they were generally too far away to be made out by those who, in the typhoon season, choose the westward route up from Singapore and pass to the eastward of Palo Cerro de Mer. With a repeating station established on Cape Varella the anxious shipmaster will be enabled to get the latest weather signal before leaving the vicinity of the land and the shelter of Kam Rinh Bay to strike across for Hongkong, and it is an innovation that will be greatly appreciated by mariners using that route.

The days are long since passed when the sailor was so apt to rely on his barometer and the signs of the sky for warning of approaching bad weather. We have come to learn that it is no so much the atmospheric conditions prevailing in our immediate neighbourhood that can give us adequate warning of an approaching typhoon, but the conditions that obtain perhaps a thousand miles away, and of which the sailor can necessarily know nothing without the aid of the invaluable meteorological observatories by which depressions are registered and recorded, and the useless valuable semaphore service by which the knowledge so gained is transmitted to him as he passes.

It is for this reason that we hail the erection of each new signal station as one more link in the chain of knowledge which, in this case, is surely power; power not to conquer the elemental warfare of the typhoon, but by the aid of the warning given, to elude it, and by seeking safety in timely flight, to show that prudence which, we are taught, is the better part of valour.

This time, we hope, is coming when every lighthouse on the China Coast, by the aid of wireless telegraphy, will be enabled to give to passing ships the latest meteorological report, and by forewarning the mariner, to remove from his mind that greatest of all anxieties, the anxiety of the unknown.

## TYFLOOD WARNINGS.

The following telegrams were received from the Manila Observatory at the American Consulate General:—

December 5th, 11.30 a.m.  
December 5th, 10.45 a.m. Cyclone or typhoon Pacific Ocean about half-way between Carolines and Philippines almost stationary.

December 6th, 9.45 a.m.  
December 6th, 9 a.m. Cyclone or typhoon N.W. of Yap, moving N.E. or E.N.E.

JAPAN has consented to the principle of the American proposal to hold an international conference on the subject of pelagic sealing, but it is reported that Canada is not enthusiastic in regard to the matter.

## FOOTBALL LEAGUE.

## FIRST DIVISION.

Only two matches were played in this division on Saturday afternoon. The one of the Buffs vs. Royal Engineers did not come off, owing to the Buffs not being able to raise their full team.

## NAVAL YARD vs. KOWLOON FOOTBALL CLUB.

This match was played on the Kowloon side on Saturday afternoon. It will be remembered that the Kowloonites defeated the Yards in the second round by 5 goals to all. But in the return match it was the reverse, the Yards defeated them by 2 goals to nil.

The teams were as follows:—  
K. F. C.:—Foulkes (Goal), Van Ginkel and Allen (Backs), Morris, Blackburn and O. Wilkie (Halfbacks), Hedley, Wessner, Brown, T. Wilkie and Mead (Forwards).  
Naval Yard:—Bacon (Goal), Berry and Pasco (Backs), Whorwell, Meads and 'Cassidy' (Halfbacks), Rochford, Brown, Sullivan, Wilks and Darlel (Forwards).

The Yards turned out with many changes in their team, and gave the Kowloon players a good game. In the first half the play was slack and no scores were registered. But although the Yards had many opportunities, they took them too slow. In the second portion of the game, the play was much more interesting. Sullivan played an excellent game and scored two goals for the Yards. The Kowloonites tried many times to 'equalise' but did no damage. Thus the Navalmen won by 2 goals to nil.

## HONGKONG FOOTBALL CLUB vs. R.O.A.

This match was decided on the Club ground, and the teams were:—

H.K.F.C.:—J. Clark (Goal), A. Hamilton and J. McCubbin (Backs), B. Chapman, R. C. Barlow and W. Ironside (Fullbacks), A. Aitchison, E. Van Delden, A. Whitmarsh, J. Dauby and H. W. Sayer (Forwards).

R.O.A.:—Bessley (Goal), Oxley and West (Backs), Walker, L. Bagnall and Hewitt (Halfbacks), Crump, Ansell, Watts, Nash and Bellis (Forwards).

The Civilian kicked off, but it did not take them long to lose the leather. The Artillerymen then made a rush to the Club's territory which Hamilton in back cleared well. After this some dangerous shots were seen, but Clark (the goalkeeper) was the right man in the right place who cleared the leather away every time. The Hongkongers then made their way to their opponents' territory, and it did not take them long to retain a visit. During all this time some good play was seen on both sides. The Gunners then had the opportunity which they took, and the credit went to Watts who sent in a stinging shot. The Club now tried to equalise but Bessley cleared it well, and before the whistle sounded for half time Watts again scored the second and last goal of the game.

Both teams played a sterling game, in the second half and no scores were put up although many attempts were made. The Club team have to thank Clark, their goalkeeper, that they did not lose by more goals.

## LEAGUE TABLE.

Played.	Won.	Lost.	Drawn.	Total.
R. G. A.	7	0	0	14
Buffs	8	7	1	16
R. E.	8	2	4	14
K. F. C.	7	2	4	13
N. Y.	8	2	6	16
H. K. F. C.	8	1	6	15

## SECOND DIVISION.

83rd Co. R.O.A. vs. "B" CO BUFFS.  
This match was played on the Lyman side, and a good fight was put up by both sides. The game ended in a draw; two all.

## L.R.C. vs. M.R.C.

This game was decided at Causeway Bay ground. Both teams played excellently in were in grand form; the game ended in a draw.

## LEAGUE TABLE.

Played.	Won.	Lost.	Drawn.	Points.
83rd Co. R.O.A.	7	5	1	12
"B" Co. R.O.A.	7	5	1	11
"B" Co. Buffs	3	1	1	7
87 Co. R.O.A.	6	3	3	6
B. O. C.	6	2	3	5
"A" Co. Buffs	2	3	0	4
L. R. C.	7	0	5	2
M. R. C.	5	0	4	1

## THE "PALAWAN" FATALITY.

In connection with the tragic death of an Arab and Mr. and Mrs. Bird's child, in the Suez Canal, Colonel Bruce circulated the following notice to all the police stations at Shanghai on 29th ult.:

The Captain Superintendent received the following letter from the Commander of the P. & O. *Palawan*, and it gives him great pleasure to publish same for the information of the Force:—  
Dear Sir,—I have much pleasure in bringing to your notice the gallant conduct of Mr. A. W. Jones of the Shanghai Police Force, and a passenger on board this vessel under my command. Without the slightest hesitation he jumped overboard whilst the ship was in transit of the Suez Canal on the morning of October 22 to the rescue of a Chinese Arab and the infant child of Mr. and Mrs. Bird, first-class passengers. He succeeded in rescuing the child and supported it until the arrival of the boat.

I am, dear Sir,  
Yours faithfully,  
(Signed) C. R. HONDER.

P. C. Jones has been recommended for the Royal Humane Society's Medal and has also received from the passengers a testimonial expressing high appreciation of his gallant conduct.

It may be added that P. C. Jones, who is a recruit for the Police, has been posted to the new training depot at Gordon Road, says the *N. C. D. News*.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## CHINESE ENGINEERING &amp; MINING CO.

## NEGOTIATIONS WITH CHINESE GOVERNMENT.

(By courtesy of the "Sheung Po.")

Peking, 5th December.

The British Minister has conferred with Grand Councillor Na Tung concerning the Kaping coal mines.

They came very nearly breaking their friendly relations.

The position is somewhat strained.

## THE TUNGKUANGSHAN MINES.

## COMPENSATION OFFERED.

(By courtesy of the "Sheung Po.")

Peking, 5th December.

The Chinese Government is willing to pay a compensation of \$450,000 for the cancellation of the Tungkuangshan mining concession.

## TELEGRAPHS IN MANCHURIA.

## FRENCH APPLICATION.

(By courtesy of the "Sheung Po.")

Peking, 5th December.

The French have applied to the Central Government for permission to establish banks, post-offices, and telegraphs in the Three Eastern Provinces; but the Waiwupu has refused the application.

## MANCHURIA.

## JAPAN AND RUSSIA AT PEACE.

(By courtesy of the "Sheung Po.")

Peking, 5th December.

Japan and Russia appear to be at peace in Manchuria, and there is now no fear of a rupture between the two Powers.

## CHINA'S NAVY.

## QUESTION OF FOREIGN ADVISERS.

(By courtesy of the "Sheung Po.")

Peking, 5th December.

Prince Shun Pui-lap and Admiral Sah, the Naval Commissioners, have wired to the Grand Council recommending the engagement of foreign advisers for the reorganisation of China's Navy.

The Grand Council have replied that naval secrets will leak out by the employment of foreign advisers, so they have declined to accept the Commissioners' recommendation.

## OBSERVATORY FOR KIAOCHOW.

## PROPOSED ESTABLISHMENT.

(By courtesy of the "Sheung Po.")

Peking, 5th December.

The Germans propose to build an Observatory at Kiaochow and have applied to the Waiwupu to defray part of the cost of construction.

## SHIPPING AND MAILS.

## MAILS DUE.

English (Delta) 9th inst., noon.  
German (Prinz Sigismund) 10th inst.  
Canadian (Empress of Japan) 10th inst.

The s.s. *Manchu* from South American ports, and is due to arrive here on 11th inst.  
The s.s. *Gregory* from Calcutta left Singapore yesterday, and may be expected here on 11th inst.

The Imperial German Mail s.s. *Klatz*, which left here on 1st inst., at noon, arrived at Singapore yesterday, at 10 a.m.

The Imperial German Mail s.s. *Prinz Waldemar*, which left here on 3rd inst., at 10 a.m., arrived at Manila today, at 10 a.m.

The O. S. K. s.s. *Tacoma* from Tacoma left Shanghai for this on 5th inst. at 4 p.m., and is expected to arrive here on 9th inst.

The C. P. R. Co's s.s. *Empress of Japan* arrived at Nagasaki at 7.30 a.m., on 5th inst., and left again at 2 p.m., same day, for Shanghai, where she is due to arrive at 8 p.m., on 6th inst.

The P. M. S. S. Co's s.s. *China* sails from Yokohama en route to Hongkong on 6th inst. She is due to arrive at this port on 15th inst., and will be dispatched from this port for San Francisco on 24th inst., at noon.

The S. K. S. S. Co's s.s. *Empress of China*, which left Hongkong on 6th inst., and Yokohama on 14th inst., arrived in New York on 3rd inst., thus making a transit of 27 days from Hongkong and 18 days from Yokohama.

## HIATUS IN SHANGHAI.

## HOW THE FOURSCORE REEL REFUSED TO GO.

They do these things differently in Shanghai to what is the custom in Hongkong. At the Caledonian Ball we learn according to the *Shanghai Mercury* that:—"Unfortunately no piper was available for the ball, and this was a decided misfortune, for however fine a musician a man may be it is generally taken for granted that without a strong dash of Highland blood in his veins his Reels and Strathspeys do not go with the proper vigour. This seemed to be fully borne out by the results; for the first Fourscore Reel had to be performed twice. On the first occasion the music appeared an uncertain quantity, and the dancers not infrequently found themselves at sixes and sevens, and when the Master of Ceremonies announced that they would have it over there was much rejoicing. Then with springy tread and merry "hooh" away they went at it again, watched by admiring onlookers. At the next reel the orchestra was not called upon, the music being played on the pianoforte. It seemed that not more than twenty-five per cent of those present took part in the reels, but the remainder crowded round and watched with eager eyes. Many a regretful sigh was heard from people who could not dance it, and an equal number of expressions of admiration was to be found. But where were all the kilts? Highland costumes were fewer than ever, and in number were surpassed by Volunteer and Fire Brigade mess uniforms. At one stage of the dance it seemed as if those belonging to the Brigade were to have their evening's fun spoilt, for about eleven o'clock the clanging of the bell of a fire truck sounded through the hall. In a moment cards were thrown down, drinks left half finished, and the firemen trooped pell-mell down stairs for the door. It was a false alarm for, unluckily as it was only a truck returning from duty at Chang-su-ho's Gardens.

## THE OPIUM AND OTHER HABITS.

The Lieutenant-Governor of Burma, in reviewing the spread of the cocaine habit in Burma, says that he "views with much apprehension the extension of the habit which results in moral and physical degradation. Careful inquiries are at present being made into the conditions of the traffic in the drug, and, if necessary, legislation will be resorted to. The strengthening of the excise establishment may lead to more frequent seizures and so check the habit before it spreads any further, but without the active co-operation of the leavers of opinion among the people the task of maintaining a moral standard in regard to the use of intoxicating drugs is a heavy one." It would seem as if, in attempting to restrict the use of opium in India and Burma, (says the *Englishman*) we have given an impetus to the use of another equally, or perhaps more dangerous drug. There seems to have been a tendency to ignore a very important physiological fact in the endeavour to restrict or prevent the use of drugs such as opium. The human organisation would seem to require a narcotic stimulant of some kind. In every part of the globe, even amongst the most primitive races and savages, the human system would seem to crave for a narcotic stimulant. Tea, coffee, cocoa, coca, tobacco, are all narcotic stimulants; and opium is the greatest of all. The South American Indians chew the coca leaf, and now use coffee on a large scale. Tobacco was first found in extensive use among the North American Indians; tea among the Chinese; coffee among the Arabs.

The several products of the hemp plant (*Cannabis Indica*), bang, ganja and charas of the natives of India, have been found to be in more or less general use among the savages in the interior of Africa and among the tribes inhabiting the African coasts. Hashish is simply a preparation from the leaves of the hemp plant. Alcohol is the stimulant in use among the races inhabiting the temperate regions. But of all the dangerous narcotics, that is, alcohol, cocaine and opium, the last named is the least injurious to the human system. This was very clearly brought out in the evidence recorded by the Opium and Hemp Drugs Commission. Surgeon-General R. Harvey, in the course of his evidence, said "opium was God's greatest gift to man." It is a curious fact that among the Chinese, who consume opium as a national habit, epidemic diseases, such as cholera, small-pox, fevers, especially malarial fever, are practically unknown. Plague is prevalent, but that is a purely "dirty" disease; and people do not eat plague in order to contract it; whereas cholera, and leprosy of the typhoid and enteric type are, as is well known, contracted by "eating."

The opium habit would seem to have rendered the Chinese immune against these epidemics. Moreover, it is a well known fact that the Chinese are an extremely virile race. Most white races have recognised this, hence the strong objection to unions between the Chinese and Europeans; especially in our Colonial possessions; because it has been found that the resulting race is all Mongolian, without even a trace of the Caucasians. From this physiologists argue that such virility and persistent hereditary must be due to some influence outside of pure nationality; for it upsets the "Mendelian law" of heredity; and the conclusion has been forced upon them that we must look to opium as the predisposing cause of such persistent virility. Therefore, carrying argument to its logical conclusion the inference is irresistibly forced upon one that the opium habit has more to recommend it than the alcohol and cocaine habits; and that it does not deteriorate the virility of the race, which alcohol and cocaine undoubtedly do. Therefore, taking all these facts into consideration it seems a pity that the British race should have championed the anti-opium campaign, to the detriment of its revenue, and as calculated to lead to the use of much more harmful drugs.

## THE FAR EAST IN PARLIAMENT.

## RAILWAY DEVELOPMENT IN CHINA.

In the House of Lords on November 9 Lord Stanhope asked the representative of the Foreign Office in the House of Lords:—  
1. In view of Germany's assertion of rights to participate on equal terms in the construction and financing of railways in the Yangtze Provinces whether His Majesty's Government recognises German claims to an exclusive position in mines and railways in Shantung.  
2. Similarly, whether Russian financiers, having intimated their intention of participating in railway enterprises in the Yangtze Valley, the Anglo-Russian Convention of 1899 with regard to railway enterprise in China has been abrogated; and whether in that case British enterprise is in a position to claim equal opportunities in the region North of the Great Wall.

3. Whether it is not advisable to determine the geographical limits within which the Japanese Government is entitled to veto or interfere in such measures as the Chinese Government may desire to take for the development of Western Manchuria and Mongolia.

The Earl of Crewe, having congratulated the noble Earl on his maiden question, replied:—As regards the first question, His Majesty's Government has not given the German Government any assurance in that sense. The case raised by the second question is of a somewhat different character. The proposed participation by the Russians in railway enterprise in the Yangtze Valley is confined to a loan, which is not secured by any mortgage on the line, and that loan does not appear to contravene the terms of the Anglo-Russian Agreement of 1899. I ought to add that British participation in railway enterprise north of the Great Wall on similar terms to those on which the Russians are engaged in the Yangtze Valley will not occasion any protest on the part of the Russian Government. When we are considering these matters it is important to remember that owing to the great change that has taken place in the position of China since the two agreements alluded to by the noble Earl were made all new railways in China will be under the control of the Chinese Government. In regard to the third question, the noble Earl was conscious that he was leading on somewhat risky ground. I am afraid I cannot follow him into the matters raised by that question. As the matter stands, it is one entirely for arrangement between the respective Governments of China and Japan.

## ACCIDENT IN ARIKIA CHANNEL.

## CONSERVANCY JUNK SUNK.

At about seven o'clock Wednesday evening a rather serious and fatal collision occurred near the entrance to the Arikia Channel, as a result of which the tug *Jaen*, the property of the Franco-Dutch Dredging Company, the Whangpoo Conservancy contractors, was sunk, reports the *Shanghai Times* of 3rd inst. The *Ninghsiao*, Captain Bell, which left here earlier in the evening for Ningpo, was passing down the Arikia Channel when she met the tug *Jaen* coming up. How the collision occurred we cannot say, but the *Jaen* was struck on the port side and very badly damaged, but fortunately she was pushed by the *Ninghsiao* well over toward the left bank out of the deep water channel, where she settled down. The *Ninghsiao* was also badly damaged, having a hole stove in on one side of her bow, just above the waterline; and she returned to Shanghai at daylight this morning. After her cargo has been discharged, she will undergo repairs. It is thought the *Jaen* will be refloated without much difficulty.

When the two vessels collided it was very dark and the shock was so great that Captain C. V. d'Holrel of the *Jaen* was pitched from the bridge overboard into the water along with the load and one of the Chinese sailors. There was a scene of great excitement on board both vessels and for the time being the men were not missed. As soon as the *Ninghsiao* had backed away from the scene of the collision, she was anchored for the night. Meanwhile the crew of the *Jaen* who had escaped commenced a search for the missing Captain and sailor, but it was so dark that all their efforts were in vain. To-day the search was renewed, but up to the present the bodies have not been found. The work of raising the sunken tow-boat was commenced to-day by Messrs. Wheelock and Co. and they expect to have her raised to-morrow. As the damage to the *Ninghsiao* was well above the water line, it will not be necessary to dock her. The damaged plates will be cut out and new ones fitted in their places, and it is expected that the repairs will be completed this week. An investigation into the cause of the collision will be held shortly.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 6th at 11.55 a.m.—The barometer has fallen moderately in K. Japan, and risen slightly over W. Japan, the China coast and the Philippines.

Pressure is still low over the S. part of the Philippine Archipelago and adjacent waters, and the northern depression remains over the Sea of Japan.

Pressure is highest over the E. coast of China. It has given way slightly over the Yangtze valley.

Fresh monsoon may be expected in the Formosa Channel, and strong monsoon over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 6.00 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, moderate to fresh; fine.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Loochoo; same as No. 1.

4.—South coast of China between Hongkong and Hsienan; same as No. 1.

## THE RICE DISPUTE.

Before the Acting Chief Justice at the Supreme Court this morning, the case was resumed in which the Hang Shing firm, of No. 1-3, Wing Lok Street West, are bringing an action against Messrs. W. R. Loxley and Company, of Hongkong, for the purpose of recovering the sum of \$4,274.52, being amount due for rice sold and delivered, together with interest thereon at the rate of 5 per cent. per annum until payment or judgment. Mr. Eldon Potter, instructed by Mr. R. A. Harding, appeared for the plaintiffs and Mr. M. W. Slade, instructed by Mr. F. B. L. Bowley, was for the defendants. Defendants entered a counter-claim for \$4,593.80.

His Lordship ruled with regard to certain contentious points concerning the quality of the rice delivered to the defendants.

Mr. Potter—The ruling does not refer to the question of damages?

His Lordship—No.

Mr. Slade continued his argument and the case was adjourned.

## BRITISH STEAMER DESTROYED BY FIRE.

Vladivostok, Nov. 23.  
The vessel *Proper* arrived here yesterday from Imperator Port with the crew of the British steamer *Expor* (?), which has been destroyed by fire. The circumstances attending the burning of the vessel are curious. It appears, according to the story of the men, reproduced in the *Daily Voice*, that the *Expor* was loaded with 2,000 tons of timber, belonging to the Gley Company. On leaving Imperator Port, the engine-room hands called the captain's attention to the extraordinary heat in the engine-room and expressed the opinion that the coal in the bunkers had caught fire, in which case it was dangerous to proceed on the journey. The captain, it is alleged, paid no attention to the representations of the men and continued the voyage. Meanwhile the heat gradually increased, until it was almost impossible for the stokers to work. In these conditions the steamer proceeded for eighty miles from the port. The men then endeavoured to induce the captain to return, but he still declined to listen to their advice. The crew then lost patience, and, forcibly removing the captain from the bridge, placed the vessel in charge of the mate ordering him to proceed to Imperator Port. The vessel was accordingly turned and brought back. By this time there was no doubt the vessel was on fire, as smoke was issuing from the coal-holds. On the port being reached an attempt was made to open the sea-cocks, in order to sink the ship, but they were stopped up. The steamer continued to burn for ten days until the 18th. An action has been filed in connection with the loss of the vessel (presumably against the captain). The crew were summoned to appear at the British Consulate in Vladivostok on their arrival at the port.

## COMMERCIAL.

## TODAY'S EXCHANGE.

## Selling.

London—Bank T.T.	.....11/9
Do. demand	.....9 11/6
Do. 4 months' sight	.....1/3
France—Bank T.T.	.....2.03
America—Bank T.T.	.....4.2
Germany—Bank T.T.	.....1.79
India T.T.	.....13.02
Do. demand	.....13.02
Shanghai—Bank T.T.	.....7.5
Singapore—Bank T.T. per H.K. 500	.....7.4
Japan—Bank T.T.	.....8.5
Yokohama—Bank T.T.	.....10.5
Buying.	
4 months' sight L/O	.....11/9 7/16
6 months' sight L/O	.....11/9 9/16
30 days' sight San Francisco & New York	.....4.31
4 months' sight do.	.....4.4
30 days' sight Sydney & Melbourne	.....1.12 11/16
4 months' sight France	.....2.27
6 months' sight	.....2.27
4 months' sight Germany	.....1.74
Bar Silver	.....23.3
Bank of England rate	.....5 1/2
Sovereign	.....11.36

## Events Coming.

## Monday, 6th December.

Seamen's Institute Concert, Kowloon, 8.30 p.m.  
Theatre Royal, Merry-makers, 9 p.m.

## Tuesday, 7th December.

Geo. P. Lammert, auction sale suit Lengths, 2.30 p.m.  
Sanitary Board Meeting.

Organ Recital, in St. John's Cathedral, 5.30 p.m.

Theatre Royal, "Merry-makers," 9 p.m.

## Wednesday, 8th December.

Hughes and Hough, Furniture sale, 2.30 p.m.  
Theatre Royal "Merry-makers," 9 p.m.

## Thursday, 9th December.

Asile de la Sainte Esforce Barier, at City Hall, commencing at 2 p.m.  
Hughes and Hough Auction sale, High Class English Jewellery, 11 a.m.

Legislative Council Meeting.  
Theatre Royal, "Merry-makers," 9 p.m.

## Friday, 10th December.

Theatre Royal, "Merry-makers," 9 p.m.

## Saturday, 11th December.

Victoria Regatta 1 p.m.  
Hongkong Gas Club Championship shoot, in the afternoon.

Football Matches, Happy Valley, Theatre Royal, "Merry-makers," 9 p.m.

## Monday, 13th December.

Victoria Recreation Club, Extraordinary General Meeting, 6 p.m.

## Saturday, 15th December.

A. A. A. Sports Meeting, Kowloon Track.

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON FRIDAY, the 10th December, 1900, at 11 A.M., in F. Godown Bowington, 26 CASES ARRACK. TERMS—As usual.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 6th December, 1900. [819]

THE H. A. L. Steamship

"SITHONIA" Captain Brehmer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 6th December, 1900. [817]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES. FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"CARDIGANSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 14th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 13th inst. No Claims will be admitted after delivery of Cargo has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognised.

Optional Goods will be carried on unless instructions are given to the contrary before steamer's arrival.

JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 6th December, 1900. [818]

S.S. "POLYNESIAN" COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Major* and *Dordogne*, in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 1 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after MONDAY, the 13th December, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th December or they will not be recognised.

All damaged packages will be examined on MONDAY, the 13th December, at 2 P.M. No Fire Insurance has been effected.

P. DE CHAMPORIN, Agent.  
Hongkong, 6th December, 1900. [9]

## Intimations.

## WE RECOMMEND A TRIAL

## OF OUR

## OWN MAKE

## PORK

## SAUSAGES

25 cents per lb.

## THE

## DAIRY FARM Co.,

## LIMITED.

Hongkong, 30th November, 1900. [380]

## ASAHI

## BEER

## SAPPORO

## BEER

TO BE OBTAINED FROM ALL WINE DEALERS

## VICTORIA REGATTA.

## FORTY-NINTH MEETING.

SATURDAY, December 11th, 1900.

UNDER the Distinguished Patronage of H.E. THE GOVERNOR, H.E. Major-General BROADWOOD, Commodore H. LYON, R.N., Hon. Sir HENRY MAY, Hon. BASIL R. H. TAYLOR, &c., &c.

The Committee of the V.R.C. request the pleasure of the Company of the Ladies of Hongkong on SATURDAY, 11th inst., at 1 P.M. at the Reclamation, Bay View, kindly lent by Messrs. Fenwick & Co.

Miss HUTTON POTTS has kindly consented to present the Prizes at the conclusion of the races.

The Secretary's Launch will leave the Victoria Recreation Club at 12 Noon, sharp. Admission to enclosure and stand 5s. Tickets may be obtained from the Steward, V.R.C.

Based will be in attendance. Through tram service every few minutes.

R. L. BRIDGER, Acting Hon. Sec.

Hongkong, 1st December, 1900. [809]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHIRWAN TOMES & CO., General Managers.  
Hongkong, 15th August, 1900. [8]

## STATE EXPRESS

## THE MOST PERFECT CIGARETTES IN THE WORLD.

Winfred (Virginia Leaf) in Tins of 50 - - 50 cts.

" " " " Packets of 20 - 20 "

No. 555 " " " " Tins of 50 - - 80 "

No. 999 " " " " " " - - \$1.20

Quo Vadis (Turkish Leaf) " " " " 100 - - 3.00

Turkish Leaf No. 1 " " " " 50 - - 1.50

" " " " " " - - 3.00

These delicious



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER  
SAVING 5 TO 7 DAYS OCEAN TRAVEL.Proposed Sailings from Hongkong and St. John, N.B.  
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, JAN. 15 <sup>th</sup> .	"CHARTER" FRIDAY, JAN. 15 <sup>th</sup> .
"EMPRESS OF CHINA" SATURDAY, JAN. 30 <sup>th</sup> .	"EMPRESS OF IRELAND" FRIDAY, FEB. 12 <sup>th</sup> .
"MONTEAGLE" TUESDAY, FEB. 15 <sup>th</sup> .	"EMPRESS OF IRELAND" FRIDAY, FEB. 25 <sup>th</sup> .
"EMPRESS OF INDIA" SATURDAY, FEB. 20 <sup>th</sup> .	"EMPRESS OF IRELAND" FRIDAY, APRIL 22 <sup>nd</sup> .
"EMPRESS OF JAPAN" SATURDAY, MAR. 20 <sup>th</sup> .	"EMPRESS OF IRELAND" FRIDAY, MAY 20 <sup>th</sup> .
"EMPRESS OF CHINA" SATURDAY, APRIL 23 <sup>rd</sup> .	"EMPRESS OF IRELAND" FRIDAY, MAY 20 <sup>th</sup> .

Each Trans-Pacific "Empress" connects at Vancouver with a "Special Mail Express Train" and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... \$45.

Via New York ..... \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. CRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Black Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	TUESDAY, 7 <sup>th</sup> Dec, Noon.
TIENSIN and/or CHINGWANTAO	CHEONGSHING	WEDNESDAY, 8 <sup>th</sup> Dec, Noon.
via WEIHAIWEI	YATSHING	WEDNESDAY, 8 <sup>th</sup> Dec, 4 P.M.
SHANGHAI	HANGSANG	FRIDAY, 10 <sup>th</sup> Dec, Noon.
MANILA	YUENSANG	FRIDAY, 10 <sup>th</sup> Dec, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LAISANG	SATURDAY, 11 <sup>th</sup> Dec, Noon.
SHANGHAI	KWONGSANG	SUNDAY, 12 <sup>th</sup> Dec, Daylight.
MANILA	YUENSANG	FRIDAY, 17 <sup>th</sup> Dec, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	SUNDAY, 26 <sup>th</sup> Dec, 3 P.M.
& MOJI		

RETURN TOURS TO JAPAN (Occurring 24 Days).  
The steamers *Kaituma*, *Namang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted through out with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

For Freight or Passage, apply to  
JARDINE MATHESON & CO., LD.

Telephone No. 61.  
Hongkong, 6<sup>th</sup> December, 1909.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To	On
HONGKONG	"CHILLI"	7 <sup>th</sup> Dec.	10 A.M.
MANILA	"TEAN"	7 <sup>th</sup> Dec.	3 P.M.
SHANGHAI	"HANGHONG"	7 <sup>th</sup> Dec.	4 P.M.
AMOI, FOCHOW & SHANGHAI	"KWA-GE"	8 <sup>th</sup> Dec.	"
SHANGHAI	"LINAN"	9 <sup>th</sup> Dec.	"
TSINGTAO, WEIHAIWEI & CHEFOO	"NANSHANG"	9 <sup>th</sup> Dec.	"
SHANGHAI	"CHINHOA"	11 <sup>th</sup> Dec.	Daylight.
MANILA	"TAMING"	14 <sup>th</sup> Dec.	3 P.M.
SHANGHAI	"CHENAN"	16 <sup>th</sup> Dec.	4 P.M.
MANILA, ZAMBOANGA and USUAL	"ANHUI"	19 <sup>th</sup> Dec.	Daylight.
AUSTRALIAN PORTS	"CHANGSHA"	10 <sup>th</sup> Jan.	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chosen, Linan, Chihwa), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Japanese and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,

AGENTS

Telephone No. 36.  
Hongkong, 6<sup>th</sup> December, 1909.

HONGKONG—MANILA,  
CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RTIRI	1540	R. W. Almond	AMOI & MANILA	FRIDAY, 10 <sup>th</sup> Dec., at 5 P.M.
ZAFIRU	1140	R. Rodet	MANILA	SATURDAY, 12 <sup>th</sup> Dec., at Noon.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Telephone No. 61.  
Hongkong, 6<sup>th</sup> December, 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,  
YOKOHAMA, HONOLULU, MANZANILLO  
and SALINA CRUZ (Mexico).

S.S. MANSU MARU ..... 5,000 tons gross. Sails 19<sup>th</sup> Dec, 1909, at Daylight.  
S.S. AMERICA MARU ..... 6,000 " " " " 5<sup>th</sup> Feb, 1910, at Noon.

For particulars, apply to

N. YAMADA,

Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6<sup>th</sup> November, 1909.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" ..... Capt. H. Yamamoto	6,178	FRIDAY, 17 <sup>th</sup> Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA  
SERVICE.

For	Steamers	Leaves
TAKAO and ANPING via SWATOW and AMOY	"SOBU MARU" ..... Capt. T. Sugi	WEDNESDAY, 8 <sup>th</sup> Dec., at Noon.
TAMSUI v. SWATOW & AMOY.	"DAIJIN MARU" ..... Capt. Y. Kaburaki	SUNDAY, 12 <sup>th</sup> Dec., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 6<sup>th</sup> December, 1909.

T. ARIMA, Manager.

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## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SADOMARU, Capt. S. Horiuchi, Tons 6500 HIRAKO MARU, Capt. H. Hase, Tons 9200 TANGO MARU, Capt. A. Christiansen, Tons 6000	WEDNESDAY, 8 <sup>th</sup> Dec., at Daylight. WEDNESDAY, 22 <sup>nd</sup> Dec., at Daylight. WEDNESDAY, 5 <sup>th</sup> Jan., at Daylight.

VICTORIA, B.C., & SEATTLE, V. SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	SHIMANO MARU, Capt. K. Kawara, Tons 6500 AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 7 <sup>th</sup> Dec., at Noon. TUESDAY, 4 <sup>th</sup> Jan., at Noon.
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SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekine, Tons 6000	FRIDAY, 24 <sup>th</sup> Dec., at Noon. FRIDAY, 21 <sup>st</sup> Jan., at Noon.
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SHANGHAI, MOJI AND KOBE	YETOROFU MARU, Capt. K. Soyeda, Tons 4500	FRIDAY, 10 <sup>th</sup> Dec., at Noon.
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NAGASAKI, KOBE and YOKOHAMA	MISHIMA MARU, Capt. A. E. Moore, Tons 9000 YAWATA MARU, Capt. T. Sekine, Tons 5000	SATURDAY, 12 <sup>th</sup> Dec., at Daylight. WEDNESDAY, 22 <sup>nd</sup> Dec., at Noon.
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KOBE and YOKOHAMA	AWA MARU, Capt. A. Keith, Tons 6500	SATURDAY, 11 <sup>th</sup> Dec., at Daylight.
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YOKOHAMA (Direct)	TANGO MARU, Capt. A. Christiansen, Tons 8000	WEDNESDAY, 8 <sup>th</sup> Dec., at Noon.
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BOMBAY, via SINGAPORE AND COLOMBO	BINGO MARU, Capt. G. C. Hurry, Tons 6500	THURSDAY, 16 <sup>th</sup> Dec., at Noon.
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Fitted with new System of wireless telegraphy. Cargo only.  
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO,

Manager.

## Shipping—Steamer

THE "SHIRE" LINE OF STEAMERS.  
LIMITED.

PASSENGER SERVICE TO LONDON &amp; ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "CARMARTHENSHIRE"  
Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about 10<sup>th</sup> January and beginning of March respectively.

FARE TO LONDON ..... £85

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 30<sup>th</sup> November, 1909.

[803]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
via PORTS AND SUEZ CANAL  
(With Liberty to Call at Malacca Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "LOWTHER CASTLE" On 8<sup>th</sup> Dec.

FOR NEW YORK:

S.S. "SHIMOSA" On 22<sup>nd</sup> Dec.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Hongkong, 6<sup>th</sup> December, 1909.

[804]

ASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Pilcher, will be despatched as above on WEDNESDAY, the 8<sup>th</sup> December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 16<sup>th</sup> November, 1909.

[776]

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER, B.C., TACOMA & SEATTLE

via

MOJI, KOBE AND YOKOHAMA

Steamer

Capacity

Sailing Date

America .. 4,363 J. Boyd .. 23<sup>rd</sup> Dec. 1909

Superior .. 6,232 S. Shotton .. 13<sup>th</sup> Jan. 1910

Oceano .. 4,457 F. W. Davies .. 10<sup>th</sup> Feb. 1910

Kumera .. 6,232 J. Mathie .. 10<sup>th</sup> March 1910

America .. 4,363 J. Boyd .. 7<sup>th</sup> April 1910

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, apply to

DODWELL & CO., LIMITED

General Agents.

Queen's Buildings

Hongkong, 27<sup>th</sup> November, 1909

[80]

"SHIRE" LINE OF STEAMERS,  
LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain W. Barrett, will be despatched as above on or about 16<sup>th</sup> December.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 3<sup>th</sup> November, 1909.

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## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" .. Capt. H. W. WALKER

"KWONG SAI" .. Capt. E. S. GOWE

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated, in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 7, Queen's Road West,

Hongkong, 4<sup>th</sup> April, 1909.

[802]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM



Moore, Mr. and Mrs. F. W. C. Foster, Miss A. C. Foster, Mr. and Mrs. S. Pritzfield, Messrs.

R. Immercheidt, R. Peracca, Wong Siu Wai, Chio Li Ching and native servant, O. Teennissin, 431 Chinese, and 6 Japanese.

Per *Polynesia*, for Hongkong from Marselles.—Mr. Thomas, Mrs. Sausseier and infant. From Aden — 10 Chinese. From Colombo.—Mr. and Mrs. Johnson, and 10 Chinese. From Singapore.—Mr. and Mrs. Elmore, Messrs. Bennetto Hope, Bernidge Ibsen, Goldnick, Bedford, Mr. and Mrs. Davis, Messrs. Zéao, Williams, Ibsen-Samson, Stephenson and Tororoph. From Saigon.—Mr. and Mrs. MacDonald and baby, and 45 Chinese.

Per *Sicilia*, for Hongkong from London.—Miss Lenthin, Rev. J. P. Bucos, Mr. Wood, Mrs. Hogg and 2 infants, Misses Weigtmann, Kryam Brown, Pink, Mrs. Simpson and 3 children, Mrs. Smith child and 2 infants, Messrs. R. Hunter, J. Fleisher, Mr. and Mrs. Kent and child, Mr. and Mrs. Maddick and 2 children, Mr. Cook, Mr. and Mrs. Merbay and 2 infants, Mr. Hewitt and 2 infants, Mr. and Mrs. Alf and infant, and Mr. F. McCarthy.

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**Shipping Reports.**

Str. *Empire*, from Kobe:—Moderate N.E. monsoons from Meji.

Str. *Haiching*, from Swatow.—Strong N.E. monsoon and rough sea, clear weather.

Str. *Loongsang*, from Manila:—Strong N.E. monsoon and rough sea, clear weather.

Str. *Kuozioke*, from Shanghai:—Fine weather all the way N'ly and N'ly wind fall sea.

Str. *Yanman*, from Daloy:—Fine weather and moderate N'ly winds to Tung Yung thence strong N.E. wind high following sea to port.

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**VESSELS IN PORT.**

**STAMERS.**

Bourbon, Fr. s.s., 994, Le Ball, 13th Nov.—  
Saigon 6th Nov., Rice.—Man Fat.  
Drufar, Nor. s.s., 1,102, J. Bing, 26th Nov.—  
Bangkok 17th Nov. Gen.—Asgaard,  
Thoresen & Co.  
Eykdale, Br. s.s., 1,946, G. W. Duff, 19th Nov.—  
Meji 12th Nov. Coal.—D. & Co., Ltd.  
Fooksang, Br. s.s., 1,937, F. A. Mitchell, 30th  
Nov.—Meji 26th Nov. Gen.—J. M. & Co.  
Hilary, Ger. s.s., 1,276, R. Hatje, 1st Dec.—  
Canton 30th Nov. Gen.—S. W. & Co.  
Hithaks, Ger. s.s., 1,440, W. Vogeler, 26th Nov.,  
—Pulo Laut 14th Nov. Sugar.—H. A. L.  
Laisang, Br. s.s., 2,215, E. I. Fadd, 3rd Dec.—  
—Calcutta via Penang and Singapore 26th  
Nov. Gen.—J. M. & Co.  
Locksun, Ger. s.s. 1,020, W. Taubert, 1st  
Dec.—Bangkok 22nd Nov. Rice.—B. &  
Co.

Nippon, Swed. s.s. 2,952, G. A. Paulsen, 4th  
Dec.—Bangkok 25th Nov. Gen.—M. &  
Co.

Nippon Maru, Jap. s.s. 3,452, A. G. Stevens,  
29th Nov.—San Francisco 2nd Nov. and  
Manila 27th. Mails and Gen.—T. K. K.

Tsanulok, Ger. s.s., 1,275, D. Reimers, 4th Dec.—Bangkok and Swatow 22nd Nov., Rice.—B. & S.  
 Prominent, Nor. s.s., 746, Christiansen, 24th Nov.—Amoy, 23rd Nov., Ballast.—Aagaard, Thoresen & Co.  
 Quinta, Ger. s.s., 987, F. Frabm, 30th Nov.—Canton 29th Nov., Gen.—J. C. J. L.  
 Rajahm, Ger. s.s., 1,189, H. Brown, 23rd Nov.—Bangkok, 11th Nov., Rice and Wood.—B. & S.  
 Shinano Maru, Jap. s.s., 3,900, K. Kawara, 28th Nov.—Seattle 26th Oct., and Shanghai 25th Nov., Gen.—N. Y. K.  
 Shiokoku Maru, Jap. s.s., 2,837, K. Seki, 1st Dec.—Moji 25th Nov., Coal.—Ataki & Co.  
 Shinsu Maru, Jap. s.s., 2,450, S. Niishiyama, 20th Nov.—Karatsu 14th Nov., Coal.—Ataki & Co.  
 Simongang, Dut. s.s., 1,200, H. Vos, 3rd Dec.—Sourabaya and Pulo Laut 23rd Nov., Sugar.—Yuen Fat Hong.  
 Tean, Ger. s.s., 345, A. W. Outerbridge, 3rd Dec.—Manila 30th Nov., Gen.—B. & S.  
 Tjikini, Dut. s.s., 2,888, H. Kamps, 3rd Dec.—Batavia 21st Nov., Gen.—J. C. J. L.  
 Tjillwong, Dutch s.s., 3,061, A. Pander, 30th Nov.—Moji 5th Nov., Coal and Gen.—J. C. J. L.

SAILING YESSLES.

Vessels	From	Agents	Due
Yatorifu Maru	Singapore.	N. Y. K. ....	Dec. 8
Benledi	Singapore.	G. L. & Co. ....	Dec. 8
Awa Maru	Singapore.	N. Y. K. ....	Dec. 8
Ischia	Singapore.	C. & Co. ....	Dec. 8
Delta	Singapore.	F. & Co. ....	Dec. 9
Tacoma Maru	Singapore.	Q. S. K. ....	Dec. 9
Exc. of Japan	Shanghai.	C. P. R. Co. ....	Dec. 10
P. Singapore	Yap.	M. & Co. ....	Dec. 10
Heichow	Pienian	B. & S. ....	Dec. 10
Gregory Apat	Singapore.	D. S. & Co. ....	Dec. 11
Eastern	P. Darwin	G. L. & Co. ....	Dec. 13
China	Japan	M. M. Co. ....	Dec. 15
Ceylon Maru	Hombay	N. Y. K. ....	Dec. 19
Siam	Port Said.	H. & Co. ....	Dec. 23

**Ships Passed The Canal.**

22nd October—*Kamo Maru*, *Atsuta Maru*, *Borneo*, *Palawan*, *Polynesian*, *Pelau*, *Vandalia*, 26th October—*Admiral*, *Australien*, *Bismark*, *Senzambila*, *Hygon*, *Montrose*, *Tancar*, 29th October—*Ajiaz*, *Kennabar*, *Prins Ludwieg*, *Friedrich*, *Hlatchi Maru*, *Tonkin*, *Prins Ludwig*, *Sankhi Maru*, 2nd November—*Nippon*, *Arageona*, *Glenuturri*, *Cardiganshire*, *Perla*, *Maachon*, *Alaska*, *Spauls*, 9th November—*Milvichin*, *Ogda*, *Pelagos*, *Habaki Maru*, *Stilla*, *Yuzon*, *Oceanos*, *Sikhonia*, 9th November—*Goben*, *Bandak*, *Gleavau*, *Oruzis*, *Indrapura*, *Prometheus*, *Nile*, 12th November—*Lutwof*, *C. Ferd Laetis*, *Idomeneus*, *Polynesian*, *Awa Maru*, *Kanagawa Maru*, 16th November—*Melinau*, *Imvreski*, *Katuna*, *Scandia*, *Sanica*, *Caliky*, 19th November—*Ceylon*, *Glanvut*, *Mikihima Maru*, *Laertes*, *Sydney*, *Syria*, *Mewnon*, *Miyasaki Maru*, 23rd November—*Bendary*, *Benlaric*, *Bulow*, *Slator*, *Aholi*, *Normedia*, *Schuyllkill*, *Yawa*, 26th November—*Alaska*, *Perma*, *Bulow*, *Hakata Maru*, *P. R. Luffield*, *Oceanos*, *Tanaka*, *Yamuna*, 30th November—*Brasilia*, *Albanga*, *Gleavarn*, *Glamorganshire*, 3rd December—*Tranquabar*, *Vorwaerti*, *Antinoe*, *St. George*, *Somali*, *Sumatra*, *Touraine*, *Thesus*.

**ARRIVALS AT HOME—26th October—***Indrapura*, *Polynesian*, *Inaba Maru*, *Silesia*, (Aus), 29th Dortmund, *Konang St*, 2nd November—*Durflinger*, *Lolham*, *Saxonia*, 5th November—*Hygon*, 9th November—*Atsuta Maru*, *Hlatchi Maru*, *Borneo*, 12th November—*Prins Eitel Friedrich*, *Lanau*, *Tancar*, 15th November—*Drummond*, *Alaska*, *Spauls*, 17th November—*Lutwof*, *Kanagawa Maru*, *Montrose*, *Glanvut*, 21st November—*Nile*, 23rd November—*Melinau*, 26th November—*Arageona*, *Indrapura*, *Hudson*, *Sydney*, *Miyasaki Maru*, 30th November—*Nippon*, *Slator*, *Glanvut*, 3rd December—*P. R. Luffield*, *Titon*, *C. Ferd Laetis*.

Shanghai--Per Yehking, 8th Dec., 3 P.M.

Macao—Per *Sui Tai*, 9th Dec, 3.15 P.M.  
Shanghai—Per *Linan*, 9th Dec, 3 P.M.  
Swatow, Amoy and Foochow—Per *Hai*  
10th Dec, 9 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama  
Honolulu and San Francisco—Per *Nippon*  
10th Dec, 11 A.M.  
Macao—Per *Sui Tai*, 10th Dec, 1.15 P.M.  
Manila—Per *Looningsang*, 10th Dec, 3 P.M.

Manila--Per Rmbl, 11th Dec., 10 A.M.  
Singapore, Penang, and Calcutta--

Latrang, 11th Dec., 10 A.M.  
 Europe, &c, India, via Tuticoria—  
 Himalaya, 11th Dec., 11 A.M.  
 Macao—Per *Sui Tai*, 11th Dec., 1.15 P.M.  
 Shanghai—Per *Kwongsang*, 11th D

**SHANGHAI VIA SIBERIAN MAIL**

**BOULEVARD DE L'OPERA, 15th Dec., 9 P.M.**  
**Lyons**—*Per Laranza*, 15th Dec., 9 P.M.  
**Lyons**—*Per Penang and Yith Bay*, *Per Lodi*  
 15th Dec., 11 A.M.  
**Samarang and Sourabaya**—*Per Quaria*, 1  
 Dec., 11 A.M.  
**Manila**—*Per Taming*, 14th Dec., 2 P.M.  
**Singapore**—*Per China*, 16th Dec., 6 P.M.

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**VISITORS AT THE HOTELS.**

**ASTOR HOUSE.**

Abraham, E. S.	Hill, Francis
Almazoff, Mr.	Hirsch, Max
Baillie, M.	Holt, H. C.
Baileyn, Capt. A. S.	Hyde, F. H.
Beif, S. M.	Howard, Dr. E. A.
Broc, A. de	Kahn, A.

Brown, Mr. and Mrs. Lapicque, Capt. P. A.  
R. A. Lochrane, Mr. & M.

Burtos, J. and child  
Bury, J. M. Long, Mrs. H.  
Chapman, Miss daughter  
Chapman, Mr. & Mrs. Markhan, B.  
J. B. Marshall, Dr. and M.  
Dawson, Mr. and Mrs. H. K.  
N. E. and infant Martior, Isidors  
Dawson, Mrs. H. W. McCaulay, Mrs.  
Demott, Mr. McCaulay, Miss  
Doyler, A. de Pessel McCalman, Thos. M.  
Durlin, A. McGonaghy, J. T.  
Dutcher, Mr. (Governor Nihil, Th.  
of Kwang-tchen- Rayner, C. B.  
Dunrich, A. Reboul, J.  
Emmale, Alf. Remy, A.  
Emanuel, Mrs. & children Roberts, E. J.  
Enright, J. E. Robie, F. M.  
Eyre, H. Rosser, Geo. N.  
Gilbert, Mr. and Mrs. Sarathain, Mr.  
Gib's, Mr. and Mrs. Sassonia, Mr.  
H. D. Sellwood, Mrs. L. A.  
Gibson, A. J. Thomas, Mrs. V.  
Ginkel, Van Todd, Mr. and Mrs.  
Gomes, A. J. M. de A.  
Gonelle, F. H. Toulette, F. H.  
Gosse, Maria and boy Turner, Mrs. M. J.  
Venezze, F.  
Wagner, D. G.  
Wilder, D. J.  
Warden, B. J.

Innes, Capt. R.

	Isbell, V.		
	Jenkins, Mrs.		
	Infant and mother		
	Jones, W. B.		
	Julio, J.		
Mrs. C.			
G.			
Mrs.			
d			
and			
and			
Mrs.			

	Alabaster, Mr. &
	Auld, Mr.
	Archbutt, Mr.
	Aubrey, Dr.
	Aucott, E. F.
	Bayard, Col.
	Bayly, L. M.
	Bedford, Col. and
	Bell, Capt. and M
	Bowling, Mr.
	Bowen, Mr. and
	Campbell, Miss
	Cannibell, Rev. &
	Caulfield, Major
	Mrs.
	Champerio, M
	Mr. P. de
	Chaplain, Miss
	Clapham, Capt. &

Mrs.	Coke, L. and M.
and	Oswald, Mr. &
aid	A.
	Davy, Miss
	Dawson, Mr.
	Dodgson, Lt. and
Keley	Earle, Mr.
	Fayrer, Sir Joseph
	Lady
	Finch, Capt. and
Mrs.	Friedrick, Mr.
	Gompertz, H. H.
	H.
	Gunther, H.
	Hancock, Mr. and
	H.
	Harris, Mr.
	Hazeland, F. A.
Mr. G.	Highton, Eng.-G.
	Hild, W. B.
n, Mr.	
	Bird, Mr. and M.
	W.
Children	Bird, Mr. and M.
	G.
Wurgeon	Oldwell, Mr. and
	G. A.
	Clark, G. R.
	Gloebler, H. W.
	Drought, R. A.
	and, A. A.
Mr.	Jackman, H. T.
de	Barometer ..
E.	Temperature ..
Mrs.	Humidity ..

... ..

J. Lemari  
 B.  
 Mrs. T. B.  
 Mr. & Mrs.  
 J. T.  
 W. M.  
 H.  
 Mrs.  
 Col.  
 & Mrs.  
 J.  
 C.C. Major  
 and Mrs.

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NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity ... ..	despatch-vessel ... ..	700	4	3,000	Commander G. T. K. Fuller ... ..	Nagasaki
Astrea ... ..	cruiser, 2nd class ... ..	4,360	10	7,000	Captain F. K. O. Ryan ... ..	Shanghai
Bedford ... ..	cruiser, 1st class ... ..	9,600	14	22,000	Captain Fitzkerbert ... ..	San Francisco
Bedford ... ..	river gunboat ... ..	710	6	900	Lt.-Comdr Hon. R. O. B. Bridgeman ... ..	Welhalwei
Brifomart ... ..	river gunboat ... ..	710	6	900	Lieut.-Commander F. B. Noble ... ..	Welhalwei
Cadmus ... ..	sloop ... ..	1,070	6	1,400	Commander H. L. F. Heard ... ..	Hongkong
Chernob ... ..	water tank and tug ... ..	390	—	100	Master S. West ... ..	Hongkong
Clio ... ..	sloop ... ..	1,070	6	1,400	Commander C. T. Borrett ... ..	Hongkong
Fame ... ..	torpedo boat destroyer ... ..	306	6	5,700	Lieut.-Commander Thomas ... ..	Welhalwei
Flora ... ..	cruiser, 2nd class ... ..	4,360	10	7,000	Captain Rowland Nugent ... ..	Hongkong
Handy ... ..	torpedo boat destroyer ... ..	375	6	4,000	Lieut.-Commander G. Heathcote ... ..	Hongkong
Hart ... ..	torpedo boat destroyer ... ..	375	6	4,000	Lieut.-Commander Moun ... ..	Welhalwei
Janus ... ..	torpedo boat destroyer ... ..	380	6	5,900	Lieut.-Commander G. G. Heathcote ... ..	Hongkong
Kent ... ..	cruiser, 1st class ... ..	9,600	14	22,000	Captain G. C. A. Maracaux ... ..	Singapore
King Alfred * ... ..	cruiser, 1st class ... ..	14,100	18	30,000	Captain Clifton Baker ... ..	Hongkong
Kinsla ... ..	river gunboat ... ..	616	6	1,200	Lieut.-Commander T. J. S. Lyne ... ..	Yangtze
Marlin ... ..	surveying ship ... ..	1,070	6	1,400	Captain F. O. Learmonth ... ..	Jessalton
Monmouth ... ..	cruiser, 1st class ... ..	9,600	14	22,000	Captain G. W. Smith ... ..	Hongkong
Moorehan ... ..	river gunboat ... ..	180	2	800	Lieut.-Commander G. P. Leith ... ..	West River
Nightingale ... ..	river gunboat ... ..	85	3	240	Lieut.-Commander R. S. Roy ... ..	Yangtze
Otter ... ..	torpedo boat destroyer ... ..	350	6	6,300	Lieut.-Commander B. J. Goy, v.c. ... ..	Welhalwei
Robla ... ..	river gunboat ... ..	85	3	240	Lieut.-Commander J. White ... ..	West River
Sandpiper ... ..	river gunboat ... ..	85	3	240	Lieut.-Commander H. R. Tickell ... ..	West River
Snipe ... ..	river gunboat ... ..	85	3	240	Lieut.-Commander Alan Dixon ... ..	Yangtze
Taku ... ..	torpedo boat destroyer ... ..	350	6	6,500	Gunner W. Barlow ... ..	Hongkong
Tamar ... ..	receiving ship ... ..	4,650	6	—	Commodore H. Lyde ... ..	Hongkong
Teal ... ..	river gunboat ... ..	180	2	800	Lieut.-Commander H. R. Godfrey ... ..	Yangtze
Thistle ... ..	river gunboat ... ..	710	6	900	Lieut.-Commander H. T. Atlay ... ..	Yangtze
Virago ... ..	torpedo boat destroyer ... ..	355	6	6,300	Commander Stevenson ... ..	Welhalwei
Waterwitch ... ..	surveying ship ... ..	620	4	450	Lieut.-Commander H. P. Douglas ... ..	Singapore
Whiting ... ..	torpedo boat destroyer ... ..	360	6	5,900	Lieut.-Commander G. A. Fremantle ... ..	Welhalwei
Widgeon ... ..	river gunboat ... ..	195	3	800	Lieut.-Commander Jno. F. Knox ... ..	Yangtze
Woodcock ... ..	river gunboat ... ..	150	3	550	Lieut.-Comdr. H. R. V. Gottrell-Dorner ... ..	Yangtze
					Lieut.-Comdr. G. R. L. Livingston ... ..	Yangtze

\* Rising Wing of Vice-Admiral the Honourable Sir Hedworth Lambton, K.C.B., Commander-in-Chief.

• *Chlorophyll a* (Chl a) and *Chlorophyll b* (Chl b) are the primary photosynthetic pigments in green algae. They are responsible for capturing light energy and converting it into chemical energy through the process of photosynthesis. Chl a is the most abundant pigment, while Chl b is present in smaller amounts.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Alger	2nd class cruiser	4,220	22	5,100	Commander Fournier	Shanghai
Argus	river gunboat	180	6	570	Lieut. d'Estienne	Qanton
Odéide	gunboat	610	10	900	Lieut. de Linars	Haiphong
D'Entrecaux	1st class armoured cruiser.	8,200	26	12,500	Capt. Talbault	Colombo
Doudart-de-Lagréze	river gunboat	170	6	500	Lieut. de Malendreville	Upper Yangtze
Pelhou	river gunboat	190	4	280	Lieut. Puch	Tongku
Talhou	steam-launch					Upper Yangtze
Vigilante	river gunboat	180	6	570	Lieut. Biscuit	Qanton

                    

Alone

Argus	...	...	...	...
Décidé	...	...	...	...
D'Estrecaux	...	...	...	...
Doudart-de-Lagrée	...	...	...	...
Peiho	...	...	...	...

**A Mail will close for:—**

Swatow and Bangkok—Per *Drufar*, 7th  
C. 8 A M.

Flagship of Kaiser				
Viper	000	000	000	000
Lion	000	000	000	000
Caladone	000	000	000	000
Boncler	000	000	000	000
Wander	000	000	000	000
Bronade	000	000	000	000
Glenners	000	000	000	000
Reed	000	000	000	000
Jacquin	000	000	000	000
Achson	000	000	000	000
Alouette	000	000	000	000
Comite	000	000	000	000
Esturgeon	000	000	000	000
Fronda	000	000	000	000
Henry Riviere	000	000	000	000
Lynx	000	000	000	000
Mancho	000	000	000	000
Mouquet	000	000	000	000
Perle	000	000	000	000
Pistol	000	000	000	000
Proide	000	000	000	000
Redonable	000	000	000	000
Styx	000	000	000	000
Talant	000	000	000	000
Vander	000	000	000	000
Vander	000	000	000	000

(\*) Flagship of Kaiser  
 Fourteen in all

(\*) Flareline of Rear-Admiral Richard Foy.



## SHARE QUOTATIONS

Supplied by Messrs. H. S. KANBOKIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST CKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE STOCK AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING Q. 1. 1908
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$25	{ £1,500,000 \$150,000 \$150,000 }	\$2,007,810	{ Interim of £2 for account 1909 @ ex 1/2 = \$11.72 }	4 %	{ \$995 buyers London £91 }
National Bank of China, Limited.....	90,925	7	£0	{ £4,000 \$5,000 }	\$30,551	\$2 (London 3/6) for 1903 .....	7 %	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,500,000 \$250,000 \$250,000 }	none	\$10 for 1908 .....	7 %	\$160 sellers
North China Insurance Company, Limited .....	10,000	£15	£5	{ Tls. 150,000 Tls. 100,000 Tls. 118,277 }	Tls. 160,512	Interim of 7/6 for 1908 .....	31 %	Tls. 110 buyers
Union Insurance Society of Canton .....	22,400	\$350	\$100	{ \$1,000,000 \$100,000 \$100,000 }	\$1,064,001	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908. }	51 %	\$185 buyers
Yangtze Insurance Association, Limited .....	12,000	\$100	\$50	{ \$1,000,000 \$100,000 \$100,000 }	\$7,763	\$12 and bonus \$3 for 1907 .....	7 %	\$320 buyers
FIRE INSURANCE.								
China Fire Insurance Company, Limited .....	70,000	\$100	\$20	{ \$1,000,000 \$100,000 \$100,000 }	\$375,341	\$6 and bonus \$2 for 1907 .....	7 %	\$114 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,000,000 \$100,000 \$100,000 }	\$368,711	\$27 for 1907 .....	71 %	\$375 sellers
SHIPPING.								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$15	{ \$7,000 \$100,000 \$100,000 }	\$1,081	\$1 for 1906 .....	...	\$8 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	Nil	\$1 for year ending 30.6.1908 .....	...	\$33
Hongkong, Canton & Swatow Steamboat Co., Ltd. ....	80,000	\$15	\$15	{ \$7,000 \$100,000 \$100,000 }	\$27,770	Interim of \$14 for account 1909 .....	71 %	\$301 sa. and b.
Indo-China Steam Navigation Co., Ltd. (Preferred) .....	60,000	£5	£5	{ \$10,000 \$100,000 \$100,000 }	£13,755	6/1 for 1907 on Preference shares only @ ex 1/2 11/16 = \$3.154 .....	...	\$60 buyers
Do. Do. (Deferred) .....	60,000	£5	£5	{ \$10,000 \$100,000 \$100,000 }	£13,755	Final of 2/1 for 1908 and interim of 1/1 for 1/1 1909 .....	...	69/6 buyers
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 }	£61,817	\$1.00 for year ending 10.4.1909 .....	4 %	\$25 sales
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	{ \$10,000 \$100,000 \$100,000 }	\$3,121	\$0.50 for year ending 10.4.1909 .....	31 %	\$141
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$500,000 \$50,000 \$50,000 }	Dr. \$1,350	\$5 for year ending 31.12.08 .....	31 %	\$159
Luxon Sugar Refining Company, Limited .....	7,000	\$1	\$100	{ none Tls. 100,000 }	Dr. \$195.80	\$3 for 1897 .....	...	\$211 sales
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 5	Tls. 50	{ Tls. 100,000 }	Tls. 6.02	Tls. 10 for year ending 31.8.9 .....	...	Tls. 350 sa. and b.
MINING.								
Chinese Engineering and Mining Company, Ltd. ....	1,050,000	£1	£1	{ £175,000 £175,000 £175,000 }	£1.43	Final of 1/6 making 3/1 for 1909 .....	7 %	Tls. 19.30 sales
Raub Australian Gold Mining Company, Limited .....	150,000	1	18/10	{ £1,286 £1.47 }	Dr. £2,191	No. 12 of 1/1 = 48 cents .....	...	171 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$15	{ \$18,000 \$18,000 \$18,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.06 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$55	\$50	{ \$50,000 \$50,000 \$50,000 }	\$30,101	None .....	...	\$62 sellers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$5	\$50	{ \$88,444 \$12,000 \$12,000 }	\$345,161	Interim of \$14 for account 1909 .....	...	\$50 buyers
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 6.26	Final of Tls. 21 for year ending 30.4.09 .....	61 %	Tls. 75 buyers
Shanghai and Hongkong Wharf Company, Limited .....	36,000	Tls. 10	Tls. 100	{ Tls. 67,357 Tls. 50,000 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908 .....	7 %	Tls. 12 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 1	Tls. 100	{ Tls. 25,000 Tls. 25,000 Tls. 25,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09 .....	51 %	Tls. 105 buyers
Central Stores, Limited .....	50,123	\$15	\$15	{ \$15,000 \$15,000 \$15,000 }	\$24,041	\$1.20 on old and 60 cents on first new issue Interim of \$2.40 on old and 40 cents on new shares for account 1909 .....	...	\$17 sellers \$75 sales \$414 new b.
Hongkong Hotel Company, Limited .....	12,000	\$5	\$25	{ \$60,000 \$60,000 \$60,000 }	\$19,272	Interim of \$1 for account 1909 .....	61 %	\$103 sales
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$1	\$1	{ \$10,000 \$10,000 \$10,000 }	\$25,475	Interim of \$1 for account 1909 .....	64 %	\$9 sales
Humphreys Estate & Finance Company, Limited .....	150,000	\$1	\$1	{ \$10,000 \$10,000 \$10,000 }	\$5,485	60 cents for 1908 .....	5 %	\$30 sellers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	{ none Tls. 1,598,045 Tls. 100,000 }	\$278	\$14 for 1908 .....	...	\$12
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	{ Tls. 1,598,045 Tls. 100,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909 .....	61 %	Tls. 120 sales
West Point Building Company, Limited .....	12,500	\$50	\$50	{ Tls. 100,000 }	\$1,068	Interim of \$2 for account 1909 .....	81 %	\$44 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 5	{ Tls. 300,000 Tls. 40,000 }	Tls. 13,991	Tls. 11 for year ending 31.10.19 .....	31 %	Tls. 120 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	25,000	\$10	\$1	{ Tls. 40,000 }	\$3,553	50 cents for year ending 31.7.08 .....	...	\$6 buyers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 17,172 }	Tls. 8,372	Tls. 71 for year ending 30.9.08 .....	...	Tls. 771 ex div.
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	{ Tls. 175,000 Tls. 17,172 }	Tls. 4,829	Tls. 4 for 1908 .....	...	Tls. 106
Sey Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 50	{ Tls. 17,172 }	Tls. 25,021	Tls. 5 for 1906 .....	...	Tls. 450
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ £1,500 \$40,000 }	£648	15 % per share for 1908 .....	...	\$10
China-Borneo Company, Limited .....	60,000	\$12	\$12	{ £1,500 \$40,000 }	£648	\$2.20 for 1908 .....	...	\$121 sales
China Light and Power Company, Limited .....	50,000	\$0	\$0	{ £1,500 \$40,000 }	£648	50 cents for year ended 28.2.06 .....	10 %	\$6 buyers
Do. Do. special shares .....	0,000	\$1	\$1	{ none }	£1,138	80 cents for 1908 .....	...	\$91 sales
China Preferred Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$1	{ none }	\$3,407	\$1.00 for year ending 31.7.09 .....	81 %	\$161 sellers
Dairy Farm Company, Limited .....	40,000	\$71	\$6	{ \$1,000,000 \$1,000 }	\$1,891	Interim of 35 cents for account 1909 .....	10 %	\$71 sales
Green Island Cement Company, Limited .....	400,000	\$10	\$10	{ \$15,000 \$5,000 }	\$3,756	8 cents for year ending 31.12.08 .....	8 %	\$12
H. Price & Company, Limited .....	12,000	\$10	\$10	{ \$5,000 }	\$670	Interim of \$2 for account 1909 .....	...	\$12
Hongkong Electric Company, Limited .....	60,000	\$10	\$1	{ none }	\$5105	\$1 and bonus 20 cts. for year ending 29.2.05 .....	6 %	\$201 sellers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ none }	\$7616	Interim of \$1 for account 1909 .....	10 %	\$181 sellers
Hongkong Rope Manufacturing Company, Ltd. ....	60,000	\$10	\$0	{ \$50,000 \$20,000 }	\$8790	Interim of \$1 for account 1909 .....	81 %	\$121 sales
Maatschappij tot Exploitatie van Landbouwen plaatjes in Lingkat, Limited .....	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 6,324 }	Tls. 316,682	Third of quarterly of Tls. 121 for account 1909 .....	...	Tls. 730 sales
Peak Tramways Company, Limited .....	25,000	\$10	\$10	{ Tls. 547,500 Tls. 6,324 }	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09 .....	6 %	\$131
Peak Tramways Company (new) .....	50,000	\$0	\$1	{ \$20,000 }	\$204	None .....	3 %	\$1.40
Philippine Company, Limited .....	75,000	\$0	\$20	{ none }	Pa. 18,640	None .....	...	\$91 buyers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 7,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908 .....	41 %	Tls. 111 buyers
South China Morning Post, Limited .....	6,000	\$25	\$25	{ none }	Dr. \$56,602	None .....	...	\$231 buyers
Steam Laundry Company, Limited .....	20,000	\$25	\$5	{ none }	\$61	40 cents for year ending 31.5.09 .....	7 %	\$14
Union Waterboat Company, Limited .....	50,000	\$10	\$10	{ none }	\$172	60 cents for year ending 31.12.03 .....	5 %	\$101 sales
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$5	{ \$45,000 }	\$342	60 cents per old share for year ending 31.5.09 .....	61 %	\$21 buyers
Watson (A.S.) & Co., Limited .....	90,000	\$1	\$1	{ \$300,000 \$5,000 }	\$2,613	Final of 30 cents for 1908 .....	61 %	\$71 sellers
William Powell, Limited .....	15,000	\$7	\$7	{ none }	\$781	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 .....	...	\$3 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid) .....	1,500,000	2/-	2/-	{ none }	none	Interim of 121 % for account 1909 .....	...	1413 sellers
Balgownie Rubber Estate, Limited .....	20,000	\$1	\$10	{ none }	none	20 % interim for 1909 .....	...	\$671 buyers
Castlefield Rubber Estate, Limited .....	34,650	£1	£1	{ none }	£1,105	2/6 for 1909 .....	...	531 sales
Damansara (Selangor) Rubber Co. ....	10,000	£1	£1	{ none }	£2,320	None .....	...	771 sellers
Golconda Malay Rubber Co. ....	8,000	£1	£1	{ none }	none	None .....	...	551 sellers
Highland & Lowland Para. Rubber Co. (fully paid) .....	181,454	£1	£1	{ none }	none	71 % interim for 1909 .....	...	616 buyers
Do. do. (contributory) .....	123,545	£1	£1	{ none }	none	None .....	...	nominal
Kamuning (Perak) Rubber tin & Co. ....	910,000	£1	15/-	{ £3,784 }	none	None .....	...	41
Do. do. A shares .....	...	2/-	1/-	{ none }	none	31 for year ending 31.6.08 .....	...	891 ex div.
Do. do. B shares .....	105,000	£1	£1	{ none }	none	Interim of 40 % = 9d. for account 1909 .....	...	1516 sales
Kuala Lumpur Rubber Co., Limited .....	180,000	£1	£1	{ none }	none	7 % for year 1908 .....	...	\$36 sales
Linggi Plantations, Limited (ordinary) .....	900,000	£1	£1	{ none }	none	15 % for year ending 31.12.08 .....	...	nominal
Do. do. (7 % pref.) .....	10,000	2/-	1/-	{ none }	180	None .....	...	4516 sellers
Ragalla Rubber Company, Limited (ordinary) .....	22,500	£1	£1	{ £4,000 }	none	None .....	...	231
Do. do. (5 % pref.) .....	2,500	\$10	\$10	{ none }	none	None .....	...	951 buyers
Ledbury Rubber Estates, Limited .....	6,000	\$10	\$10	{ none }	\$5,722	Interim of 30 % for 1909 .....	...	\$775 buyers
Do. do. (contributory) .....	40,000	£1	£1	{ none }	none	None .....	...	101 sellers
Sagga Rubber Company, Limited .....	1,000	£1	12/6	{ none }	\$1,275	None .....	...	321 sellers
Sandycroft Rubber Company .....	80,000	\$100	\$10	{ none }	£86	None .....	...	2316 buyers
Sekong Rubber Company, Limited .....	60,000	£1	£1	{ none }	none	None .....	...	321 sellers
Shelford Rubber Estate Limited .....	25,000	£1	£1	{ none }	none	None .....	...	2316 buyers
Singapore & Johore Rubber Company, Limited .....	2,500	\$100	\$100	{ none }	none	None .....	...	2316 buyers
Sungei Choh Rubber Estate Company, Limited .....	45,000	£1	£1	{ none }	none	None .....	...	2316 buyers
Sungei Kapar Rubber Company .....	110,000	£1	£1	{ none }	£5,448	None .....	...	2316 buyers

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